

ESTIMATIONS

S. MOUTRIE & Co.,

LIMITED,

SOLE AGENTS

for the famous

WEBER & ALLISON

PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 6th April, 1916. [618]

TO LET—FURNISHED.

For Three or Four Months from 1st June, 1916.

“IDESLEIGH,” No. 5, Bowen Road.
Apply to—
M. S. NORTHCOTE,
Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd April, 1916. [503]

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Parish, Wanchai, for six months. Electric Light and Telephone installed.
Apply to—
D. V. STEVENSON,
Care of DEACON, LOOKER, DEACON & HARBOR.
Hongkong, 1st April, 1916. [492]

TO LET.

NO. 4, DES VŒUX ROAD CENTRAL, First Floor.
No. 5, ROBINSON ROAD, “STONE-HEING,” DWELLING HOUSES containing Five Rooms and Outbuildings. “FAIRVIEW,” No. 1, Robinson Road, comprising 9 ROOMS, Ample Servants, Quarters, and Gardens.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 1st April, 1916. [415]

TO LET.

OFFICES, 5, Duddell Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1916. [295]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply to—
DEACON, LOOKER, DEACON & HARBOR.
Hongkong, 19th October, 1915. [90]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [37]

TO LET.

From 1st March.
GODOWN, No. 6, Duddell Street.
Apply to—
A. B. AVASIA,
Care of E. PARANET,
No. 1, Duddell Street
Hongkong, 2nd February, 1916. [63]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
4-ROOMED FLAT to let at the PEAK, KELLETTS GUEST, 66, PEAK, No. 141, WANCHAI ROAD, Large and Spacious Garden.
“STERNCLIFFE,” Garden Road, to let furnished 6 Rooms.
“GLENNIFER,” 3, Hankow Road, Kowloon, from 1st May, 1916.
“WOODBURY,” No. 4, Hankow Road, Kowloon, from 1st May, 1916.
“GLENSHIRE,” No. 141, Plantation Road, Peak, from 1st November, 1916.
“HARTING,” Austin Road, Kowloon.
“ROSEBATH,” 2, Hankow Rd., Kowloon.
No. 6, BELLIOS TERRACE.
No. 25, BELLIOS TERRACE, with entrance on Conduit Road.
ONE GODOWN, No. 8 Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
No. 4, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings,
Hongkong, 27th March, 1916. [35]

TO LET.

NO. 11, GAGE STREET, Immediate possession.
Apply to—
J. VINCENT BRAGA,
Togo Kisen Kaisha,
Hongkong, 16th November, 1915. [100]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Vœux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace, HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchai.
Nos. 1 and 2, WEST END TERRACE CANTON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings
Hongkong, 25th December, 1915. [127]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road.
Also,
“DUNOTTAR,” No. 81, Aberdeen Road, HASTINGS & HASTINGS, Solicitors.
Hongkong, 3rd March, 1916. [371]

ASAHI BEER



OBTAINABLE EVERYWHERE

DAI NIPPON BREWERY CO., TOKIO, JAPAN.
SOLE AGENTS
MITSU BUSSAN KAISHA
HONGKONG.
108

SEQUEL TO WEST RIVER COLLISION.

CLAIM OF \$100,000.

CAPTAIN'S STORY OF THE COLLISION.

The action was resumed at the Supreme Court yesterday before the Chief Justice, Commander Beckwith, R.N., sitting as nautical assessor, in which the Shui Hing Steamship Company sued the Standard Oil Company, claiming \$100,000 damages as the result of a collision in the West River, on the night of January 16th, 1915, between the *Shui On*, belonging to the plaintiff company, and the Standard Oil lighter *Ruth*, which was aground at the time. The Standard Oil Company are counter-claiming for damages to be assessed.

Mr. E. H. Sharp, K.C. (instructed by Mr. C. A. H. Russ, from Mr. Gardiner's office), appears for the plaintiffs, and Mr. Eldon Potter and Mr. F. C. Jenkin (instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson & Grist) are defending.

Capt. Arthur, further cross-examined by Mr. Potter, said that all the bearings he had taken coincided with those which were taken by the master of the *Shui On*. George Campbell Mackenzie, master of the *Shui On*, said he had held a master's certificate for fifteen years, and at the time of the accident he had been on the *Shui On* for about twenty months, as Chief Officer, and then Captain. He had three years' experience of the West River. On the day of the accident he arrived at Wanchow at about 1.40 a.m., leaving at 1.47 a.m. The water was at the high mark, and the night was a very good one for seeing lights; it was not dark and there was only a slight drizzle at intervals. He himself saw the Swallow light and also the red light on “the stone barrier.” The speed of the ship at this time was 8 knots, which was the ordinary speed, plus the ob tide, which was 1½ knots. All ships as far as he knew carried their full speed across the channel, except in dirty weather. A better course could be steered at full speed. He was on the watch that night, going off at Wanchow, and the Chief Officer then took over the watch. With the Chief Officer was the No. 2 Pilot, and the mate at the wheel. Coming to the actual collision, witness said this occurred twenty minutes after he came off watch. He looked round before going below, but saw no other lights beyond the Swallow and the stone barrier light. He saw nothing to indicate the presence of a lighter; there were no additional lights. After ensuring himself on the point he was about to turn in when he felt the crash. He immediately went out on deck, looked over the starboard side and saw the lighter immediately under the ship. There were also some cases of oil floating about in the after-part of the lighter. Previous to the collision he heard no sound of shouting or warning. Had there been any shouting he would have heard it as his cabin door was open, and he was heading forward. He saw no-one on board the lighter, which he hailed, and the pilot also hailed the lighter in Chinese, with no result. All the *Shui On* lights were burning at the time.

The master added that he saw distinctly that there was no-one on the lighter; he saw no-one swimming away, and no boat in the vicinity of the lighter. Six rockets were set up, but he got no immediate response. The first boat to come up was the *Comet*, at about 10.30 on the following morning. Soundings were taken by the pilot about ten minutes after the collision, and these showed that there was about 14 feet of water all round. Before the ship had recovered from the shock he had the engines going astern, and after they had been running for five minutes he ordered them to stop, as he realised that the *Shui On* was lost. Within half an hour all the ship's lights went out, as the engines could not work, and the dynamo was at a standstill. He remained on board for three weeks after this, and during this period the stern of the lighter was never absolutely covered by the water. The bearings he took of the vicinity were the same as those taken by Capt. Arthur.

Cross-examined by Mr. Potter, the Captain said the No. 2 pilot had been engaged on the ship ever since he himself had been there. It was the pilot's business to steer his own course, and not to be interfered with unless there was anything likely to happen. In the looking on the night of the collision was kept by the mate, pilot and quartermaster. He considered that was a sufficient look-out.

Do you know that the Macao boats have a look-out, night and day, on the fo'castle head?—I do not know anything of those boats.

Mr. Sharp—I am not so.

Mr. Potter—I am informed it is so.

Mr. Sharp—I know it is not.

Witness added that the look-outs he had were the usual look-outs kept by West River boats. The Wanchow Bar, in his opinion, was by no means an intricate or difficult channel. In the course of his experience he did not once see a torpedo boat destroyer, conveying the ship.

Subsequently witness corrected himself and said he remembered being conveyed “part of the way” by a British destroyer.

Mr. Sharp then made a remark about “blackguarding” the witness, whereupon Mr. Potter exclaimed—I am not blackguarding the man, Mr. Sharp, and I do not like that sort of thing. I do not like side-remarks said just high enough to reach my ear.

To the witness Mr. Potter said—If you think I am at all ill-treating you, or treating you the least little bit unfairly, you speak to the Chief Justice and he will protect you; but I do not like these side remarks.

At another stage Mr. Potter handed the Captain a chart and asked him to mark the course he would take.

When this had been done Mr. Potter remarked—If this course had been taken on the night in question there could not have been a collision, Captain.

Witness agreed to this, adding that the course he had marked was a safe course.

Mr. Potter—I am not attacking you, Captain. I am of the opinion that if you had been navigating the ship on this night there would not have been a collision, but you are the course taken by the pilot was further south.

Witness—it could not be much further south as it is only a narrow channel. The course I have marked out is the one I should have taken, and that is a little further south of the course taken by the pilot on the night of the collision.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smith, in their weekly share report dated the 6th April, state:—

Since our last report the local market has ruled quiet, and for several days decidedly dull, but now closes with a distinctly better tone. “Rubbers” have been the medium of a fair business, and according to latest advices the quotation for the raw material is now 3/4 for spot, and 3/3 for forward delivery. Standard Tin is easier, and is advised as £197 for ready delivery, and £193 for forward, closing steady. Bar Silver is quoted to-day at 29½, Sterling T.T. at 2/0½, Shanghai T.T. at 7½, and the Bank's buying rate for 3 d/s bills on the latter port at 7½.

BANKS.—Hongkong and Shanghai are easier, and been placed at £770.

MARINE INSURANCES.—Unions have been the medium of business at \$1,000, and at which rate they close with a nominal quotation. Cantons remain in demand at \$422½, with no business to report, and North Chians again close with a nominal quotation of Tls. 180. Yangtze remain in demand in the North at \$300 with exchange 73.

FIRE INSURANCES.—Chinas have changed hands at \$107, and Hongkongs are inquired for at \$93½, with no shares on offer at the rate.

SHIPPING.—Douglases are now inquired for at the improved rate of \$133, and at equivalent sales for forward delivery. Steamboats have been the medium of a fair business at rates varying between \$23½ and \$24, but close easier with sellers in evidence at \$23. Lines during the period under review have been dealt in at prices under our last quotations, but have now hardened, with buyers of Preferred at \$30 and \$130 for Deferred at close of business. Star Ferries remain a dull market, and are on offer at \$41.

CHINA.—Shells have again been placed at 98½ and 98/9, and at which latter figure shares are on offer. Langkats have buyers at Tls. 98½ ex dividend, and Ural Caspian, close with a nominal quotation of 35/.

REFINERIES.—China Sugars have been a weak market, and declined to a selling rate of \$127, but now finish up with probable buyers at \$128. Luzons are also easier, and close with a nominal quotation of \$38 ex dividend of \$5.

MINING.—Kailans remain on offer at 35½, without leading to business, and Raubs are unchanged with a nominal quotation of \$3.20. Trenbols are neglected, and again close with a quotation of 16½ nominal.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Wanchow Docks at the latter end of last week had a sharp rise to \$130½ and \$124½ for the old and new issues respectively, but have since declined to a buying rate of \$124½ ex dividend of \$5, the old and new issues being on a par. Kowloon Wharves have strengthened, and been placed at \$75, with no shares wanted at the rate. Shanghai Docks have also improved, and been the medium of business at Tls. 70. Shanghai and Hongkong Wharves remain unchanged with a nominal quotation of Tls. 90.

LANDS, HOTELS, AND BUILDINGS.—Humphreys Estates have been sold at \$8.55, and at which price more shares are wanted. West Points remain in demand at \$88, and Kowloon Lands are unchanged with a nominal quotation of \$77½. Hongkong Lands have been dealt in at \$103 and \$101, and Central Estates are on offer at \$99. Hongkong Hotels are quiet with a nominal quotation of 112½.

COTTON MILLS.—The following are the latest quotations to land, viz.:—Ewes Tls. 140 buyers, Kung Yiks Tls. 133 buyers, and Shanghai Cottons Tls. 93½ buyers. Yangtzeops are unchanged with a nominal quotation of Tls. 64.

MISCELLANEOUS.—Dairy Farms are wanted at \$32½. Electric at \$45½. Trams at \$6.10. Park Trams (old) at \$10. New issue 85 cents. Laundries at \$3½. Waterboats at \$15½. and Powells at \$9½. Providents are on offer at \$20.20. Cements at \$10.40, and Ropes at \$40. The following are quoted nominal, viz.:—China Boreas \$10.20. China Lights & Powers \$4.60, and Lees \$171.

MEMO.—Next setting day, April 27th.

YARN MARKET.

Messrs. Polishwalla & Kotwal, cotton yarn brokers, of Hongkong, in their report dated April 6th, stated:—

The revolutionary movement has assumed alarming proportions, resulting in the utter allocation of trade. Confidence has been rudely shaken, and it would be impossible to expect dealers to resume business until the political problem finds a reassuring solution.

Excepting small sales of a couple of spinning, there has hardly been any transaction during the fortnight worth speaking about. Although there has been no business to test prices rates may be taken as having dropped \$3 owing to rising exchange.

Ted sales 1,100 bales; sold and unsold stocks in godowns, 57,000.

Shanghai has better news to give and it is reported that some sales have transpired at a decline of 2-3 cents.

Arrivals.—The Mail str. *Nanyoa* from Bombay has brought in 2,754 bales for Hongkong and 14,775 bales for Shanghai. Shipments from Hongkong to Shanghai, coal, ports, etc., 800 bales.

Japanese yarns have been a quiet and easy market, with no business. Quotation: Setu No. 30s at \$147; Yellow Joes No. 20s, \$133; Newwaki No. 20s, \$142.

Raw Cotton.—No sales for either Bengal or Chinese. Quotations: Bengal \$21 to \$24, Chinese \$28 to \$32 per picul.

Stocks.—Unsold and undelivered in the godowns, 58,000 bales.

Asked to strike the difference between the two courses, the Captain said there was a difference of 150 yards.

Mr. Potter—And that would be a serious matter in a narrow channel like this?—Yes, I suppose it would.

The Assessor, after comparing the courses, said there was a difference of 220 yards.

Further questioned, witness said he would not attempt to take his boat into water, which was eight or nine feet deep; but if there was no other channel he would go for ten feet, or where he could feel water under his boat. He agreed that the depth of water in the southern part of the Wanchow Bar was constantly varying, due to tiding.

The hearing was adjourned until Monday.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

KING'S PARK RANGE.

1.—This Range is allotted to the 74th Punjabis on the following dates:—17th, 18th and 19th April, 9 to 10 a.m.

PARADES.

2.—Parades for Friday, 7th instant, 5.15 p.m.—Nos. 3 and 4 Sub-sections: Arty. Batty. (as detailed in Corp. Order No. 4 dated 30th December, 1915)—10 pdr. gun drill at Head quarters. Sergt. Bradley, R.G.A., will attend.

5.15 p.m.—Defaulters' drill at Head quarters, under Co. Sergt.-Major. Witchoh.

5.15 p.m.—Recruits of Right Section M.G. Co.—Squad drill and Rifle exercises at Headquarters.

5.30 p.m.—Engineer Co.—Squad drill and Musketry exercises on Kowloon Cricket Club Ground, under Sergt.-Major Higby.

Remainder, nil.

DETAILS.

3.—Next for duty: H.K.V.R.

G. E. STEWART, Capt., Adjutant, H.K.V.R.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAREMAN, O.C., H.K.V.R.

DETAILS.

On duty from the morning of Friday, 7th inst., to the morning of Friday, 14th inst.—“A” Co. H.K.V.R.

Orderly Officer for the same period—Lieut. Evan-Jones.

PARADES FOR FRIDAY, 7TH INST.

“B” Co. Dress: Drill order. Kowloon Dock and Taikeo Sections on the Polo Ground at 5.30 p.m.; remainder, on the road outside the Law Courts at 5.15 p.m.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Uniform to be worn.

PARADES FOR THE WEEK ENDING 15TH INST.

Recruits on the Cricket Ground on Monday, 10th inst.; Wednesday, 12th inst.; and Thursday, 15th inst.; at 5.15 p.m. under Drill Instructor Sergt. Oxberry. Dress: Drill order.

Signalling Section at Volunteer Headquarters on Monday, 10th inst.; Wednesday, 12th inst.; and Friday, 14th inst.; at 5.15 p.m. Uniform to be worn.

Machine Gun Section at Wellington Barracks on Monday, 10th inst., and Thursday, 13th inst., at 5.30 p.m., under Lieut. Thornhill. Dress: Drill order.

“B” Co. on Thursday, 14th inst. Dress: Drill order. Kowloon Dock and Taikeo Sections on the Polo Ground at 5.30 p.m.; remainder, on the road outside the Law Courts at 5.15 p.m.

“A” Co. on Friday, 14th inst., at 5.15 p.m., on the road outside the Law Court. Dress: Drill order.

CLASS OF INSTRUCTION.

A class of instruction for N.C.O.s will be held on Monday, 10th inst., and Thursday, 13th inst. Parade on the road outside the Law Courts at 5.15 p.m. Dress: Drill order. Officers will attend.

PERVERSION.

Sergt. F. C. M. Hurley reverts to the ranks at his own request.

DISCIPLINE.

Any member who obtains leave to be absent from any parade will in future be required to attend a drill in lieu thereof. Names will be published in orders.

G. K. H. BRUTON, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

ABSENCE FROM PATROL DUTIES.

The following Order is in force as from 5.50 p.m. on Thursday, April 6th:—No excuse of any kind will in future be accepted for absence from or unpunctuality in attending Police duty, unless intending absentees (a) obtain the certificate of the Surgeon Superintendent or such other emergency medical certificate as the Surgeon Superintendent may subsequently deem sufficient, or (b) provide an efficient and unpaid substitute.

Absentees failing to comply with the above requirements will, without exception, be dealt with and punished as defaulters as a matter of course and without further enquiry.

ROUTE MARCH.

Friday, April 7th, 5.30 p.m. sharp. Uniform with Helmets. Mounted Patrols will wear Caps and Covers and Belts and carry long Truncheons.

MOUNTED PATROLS.

Commencing from Monday, April 10th, certain Troopers will be warned by telephone or chit to attend Stables or riding practice under the Riding Master or his deputy. This will take the place of the ordinary exercising of ponies.

DRILL CUT.

All Platoon and Section Commanders will attend at this office on Monday, April 10th, at 5.30 p.m.

NO. 2 COMPANY RIFLES.

Members of this Company will draw rifles on Friday, April 7th. Full in under Section Commanders at 5.15 p.m., sharp outside the Armoury.

PARADES.

Monday, April 10th.—Nos. 13 and 14 Sections and Recruits of Ambulance Platoon, also Maxim Gunners.

Tuesday, April 11th.—All Crown Sergeants and Sergeants of Nos. 3 and 4 Companies under Co. Sergt.-Major Wong.

Wednesday, April 13th.—Sections 13 and 14, Recruits of No. 2 Company and Ambulance, also Maxim Gunners.

Thursday, April 13th.—Recruits of No. 1 Company.

Friday, April 14th.—Maxim Gunners.

ORDERLY INSPECTOR.

For week commencing April, 10th.—Inspector Sirdar Khan.

F. C. JENKIN, D.S.P. (R.)

INTIMATIONS

MT. AUSTIN THEATRE, THE PEAK.

In Aid of the VETERANS' CLUB.

CHILDREN'S PLAY

“HUMPTY DUMPTY”

OR “THE GREEDY KNAVE.”

UNDER the Patronage of H.E. Sir HENRY MAY, K.C.M.G., H.E. Major-General VENTRIS, Rear Admiral ANSTRUTHER, C.M.G., &c., &c.

Performances:—
THURSDAY, 13th APRIL.
MATINEE at 5.15 P.M.
Tickets 2s and 1s. Children Half-Price.
SATURDAY, 15th APRIL.
EVENING PERFORMANCE at 9.15 P.M.
Tickets 3s.

Gallery Lounge Tickets 3s (Refreshments obtainable).
Tickets at S. MOUTRIE & Co. Seats will not be reserved.
Hongkong, 3rd April, 1916. [486]

6½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1915

for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be Opened from 28th March till 5th May inclusively.

The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission. 40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

CRISDALL, Manager, RUSSO-ASIATIC BANK.

Hongkong, 30th March, 1916. [490]

THE 6% INTERNAL LOAN OF THE 4TH YEAR OF THE CHINESE REPUBLIC (1915).

THE PUBLIC ARE HEREBY NOTIFIED that the Second Payment of the 6% Internal Loan of the 4th Year of the Chinese Republic (1915) will fall due on the 12th of April of this year. The detailed regulations governing the payment of interest of the said Loan have been published in the *Government Gazette*. Pamphlets containing these regulations may be obtained on application to the establishments authorised for the payment of interest. The following is the summary of the regulations:

1. Payment of interest commences on 12th of April, 1916.

2. Organs in China authorised to pay interest:—

a.—All Magistrates' Yemens.

b.—The Head and Branch Offices of the Bank of China and of the Bank of Communications.

c.—The reliable agents of the above-mentioned two Banks.

3. Organs in foreign countries authorised to pay interest:—

a.—All Chinese Legations, Chinese Consulates, and all Offices of the Chinese Resident Commissioners.

Hong Kong, Jan. 24, 1948.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

MIXED HANDICAP DOUBLES—Mr. PHELPS and Mrs. ARMSTRONG, Mr. DODWELL and Miss WILKINSON. TO-DAY (FRIDAY), 7th April, at 4.40 p.m. (Semi-final). Seats 20 cents Members, 50 cents Non-Members. Hongkong, 7th April, 1916. [523]

ST. JOSEPH'S COLLEGE SPORTS.

THE MEMBERS OF THE ST. JOSEPH'S COLLEGE ASSOCIATION will be "AT HOME" to Parents of Scholars and Friends of the College, at the RACK COURSE, on the occasion of the **SECOND ANNUAL ATHLETIC SPORTS TO-MORROW (SATURDAY)**, 8th April, 1916. Tea: 4.0 p.m. E. J. NORONHA, Hon. Secretary. Hongkong, 7th April, 1916. [524]

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of the Members of the above Club will be held in the Club House, Happy Valley, on **MONDAY, the 17th April, 1916, at 5.30 p.m.**, for the following purposes:—To receive the Report and Accounts for the year ending 31st December, 1915. To elect the Officers and Committee for 1916. To transact any other business. By order: T. W. HILL, Acting Hon. Secretary. Hongkong, 6th April, 1916. [525]

THE LUZON SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the above-named Company will be held at the Office of the General Agents, Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, on **WEDNESDAY, the 19th day of April, 1916, at 12.30 o'clock** in the afternoon, when the following Extraordinary Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 31st day March, 1916, will be submitted for confirmation as Special Resolutions:—

- (1.) That it is desirable to re-constitute the Company, and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of such winding up at that Article 124 of the Company's Articles of Association be cancelled accordingly.
- (2.) That Messrs. Jardine, Matheson & Co., Ltd., the General Agents of this Company, be authorised and requested to procure the incorporation in the Philippine Islands of a new Company to be called the Malabon Sugar Company (of which Messrs. Smith, Bell & Co., Ltd., shall be appointed by agreement General Managers) with Articles of Incorporation and Bye-laws in such form as the General Agents shall approve.
- (3.) That the draft Agreement submitted to this meeting marked "A" and expressed to be made between this Company and its Liquidator of the one part and the Malabon Sugar Company of the other part be and the same is hereby approved and that the said Liquidator be and he is hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to enter into an Agreement with such new Company (when incorporated) upon the terms of the said draft Agreement and to carry the same into effect with such (if any) modifications as he thinks expedient.
- (4.) That the said Liquidator be authorised to obtain advances from Messrs. Jardine, Matheson & Co., Ltd., of any money requisite upon such terms as he sees fit and to make arrangements if he thinks fit for Messrs. Jardine, Matheson & Co., Ltd., to continue managing the affairs of the Company on such terms as he thinks fit until the undertaking of the Company is handed over to the said Malabon Sugar Company pursuant to any Agreement entered into by virtue of Resolution No. 3.

Dated the 6th day of April, 1916.
JARDINE, MATHESON & Co., Ltd.,
General Agents. [526]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROUGH, HULL, LONDON, GENOA, PORT SAID AND SINGAPORE.

THE Steamship

"GLENIFFER"
Captain J. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 5 p.m. to-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on **WEDNESDAY, 13th inst., at 10 a.m.** All Claims must be presented within **FIFTEEN** days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., 1916, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 6th April, 1916. [528]

NEW ADVERTISEMENTS

TO LET—AT THE PEAK.

NO. 37, MOUNT KELLET, FOUR ROOMED FURNISHED HOUSE \$118.00 a month to suitable tenant. Apply to: Messrs. PERCY SMITH, SETH & FLEMING. Hongkong, 7th April 1916. [526]

Hongkong, 7th April 1916. [526]

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PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE 27th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, Charter Road, Victoria, Hongkong, on **MONDAY, the 10th day of April, 1916, at 11.45 a.m.** for the purpose of receiving a Statement of Account and the Report of the Directors for the year ending 31st December, 1915, and declaring a Dividend.

The **TRANSFER BOOKS** of the Company will be **CLOSED ON SATURDAY, the 1st April, to MONDAY, the 10th April, 1916, both days inclusive.**

By Order of the BOARD OF DIRECTORS,
Hongkong, 28th March, 1916. [479]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that the **TRANSFER BOOKS** of the Company will be **CLOSED ON WEDNESDAY, the 6th April, to MONDAY, the 10th April, 1916, both days inclusive.**

SHEWAN, TOMES & Co., General Managers.
Hongkong, 27th March, 1916. [478]

HONGKONG TRAMWAY COMPANY, LIMITED.

LOST.

TRANSFER RECEIPT No. 1217 issued to Mr. LAU YU CHUNG for Transfers of 700 Shares in this Company into his name, having been **LOST**, and destroyed, **NOTICE IS HEREBY GIVEN** that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificates for the said Shares will be delivered to the said Mr. LAU YU CHUNG, and the Transfer Receipt will thereafter be held by the Company as null and void.

For the HONGKONG TRAMWAY CO., LTD.,
W. E. ROBERTS, Secretary.
Hongkong, 24th March, 1916. [454]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

Certificate No. 2959 for 20 Shares, \$100 paid up numbered 3021/3035 and 3476/3480

Certificate No. 2960 for 20 Shares, \$100 paid up numbered 6016/6025 and 9748/9755

Certificate No. 2961 for 20 Shares, \$100 paid up, numbered 6391/6390

Certificate No. 2962 for 20 Shares, \$100 paid up, numbered 6391/6400

Certificate No. 2963 for 20 Shares, \$100 paid up, numbered 6401/6420

standing in the Register in the name of **SEO, RICHARDSON & COMPANY, LTD.**, having been **DECLARED LOST**, Notice is hereby given that unless the said Certificates are produced to the Society on or before the 3rd July, 1916, **NEW CERTIFICATES** for the said Shares will be issued and the old Certificates will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE, General Manager.
Hongkong, 3rd April, 1916. [506]

HONGKONG AND CHINA GAS CO., LIMITED.

NOTICE.

THE COMPANY regrets that owing to the **INCREASED COST OF MATERIALS**, it is compelled to make the following Alterations in its terms of business:—

The Price of Gas for all purposes will be raised to \$2.50 per 1,000 cubic feet as from the 1st April.

Hire of Cookers, Geysers and other Cooking and Heating Apparatus will be continued, but the Cost of Labour and Materials used in fixing these Goods will be charged to consumers.

The Labour and Materials used in fixing Lighting Fittings will also be charged to the customer.

GEORGE CURRY, Local Secretary.
Hongkong, 31st March, 1916. [497]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING OF THE HONGKONG ROPE MANUFACTURING COMPANY, LTD.**, will be held at St. George's Buildings, Charter Road, Victoria, in the Colony of Hongkong, on **MONDAY, the 10th day of April, 1916, at 11.30 o'clock** in the forenoon, when the Substantive Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the Company held on the 25th day of March, 1916, will be submitted for confirmation as a Special Resolution:—

That the Articles of Association of the Company be altered in manner following:—

(a) That after the word "Company" in the 16th line of Article 119, the following words shall be added:—

"The General Managers may also, with the consent of the Consulting Committee, pay such bonus or bonuses as the General Managers shall think fit."

(b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 110.

(c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 115.

Dated this 27th day of March, 1916.
SHEWAN, TOMES & Co., General Managers. [467]

HONGKONG TENNIS LEAGUE 1916.

ENTRIES for above League close April 8th.

If sufficient entries there will be 1st and 2nd Divisions.

Secretaries are asked to state which Division they enter for.

DE F. LINDSAY WOODS, Alexandra Park, Acting Hon. Secy.

Hongkong, 3rd April, 1916. [505]

INTIMATION

WATSON'S

SCOTCH WHISKY.



ALWAYS AT THE FRONT.

A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS,
HONGKONG.

TELEPHONE 616.

MARRIAGE.

GEORGE KENNY—At St. John's Cathedral, on April 6th, Dr. W. B. A. MOORE, of the Government Civil Hospital, to **ETHEL EILEEN**, youngest daughter of the late **THOMAS KENNY**, Esq., J.P., Killarney Barr, Ireland. [521]

DEATHS.

CHIE CHONG CHONG—At the Government Civil Hospital, on April 6th, **CHIE CHONG CHONG** (son of Mr. CHIE KONG PING) of the Hongkong University and the Penang Free School—Strains and F.M.S. papers please copy. [522]

COLLACO—At No. 9 Hantak Terrace, Shanghai, on April 1st, **ROMUALDO ANTONIO COLLACO**, the beloved son of Mr. and Mrs. A. M. Collaco, aged eight months.

DE GIETER—At Victoria Nursing Home, on March 31st, **LION JEAN BAPTISTE DE GIETER**, Knight of the Legion of Honour, and of the Russian Asiatic Bank, aged 49 years.

LEEN—Killed in action, in Flanders, on January 21st, 1916, **Capt. Wm. J. H. LEEN**, 11th Lancashire Fusiliers (and 1st of the A.P.C. Hankow), only son of Mr. Wm. Chambers Leen, Town Clerk of Kensington, London, aged 29 years.

NASH—At 118 Broadway, Shanghai, on April 2nd, **VIOLET ALICE**, beloved daughter of Mr. and Mrs. N. NASH, aged 19 months.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 7th APRIL, 1916

GT. BRITAIN'S BUDGET.

The cheerful spirit in which the House of Commons and the nation have accepted the enormous financial burdens imposed by the war is an eloquent proof of the determination to shrink from no sacrifice that may be necessary in order to carry the campaign to a successful issue. The figures which the Chancellor of the Exchequer submitted in his Budget speech can only be described as colossal. The nation started the war with a debt of six hundred and fifty millions sterling. This has already grown to two thousand one hundred and forty millions (of which three hundred and sixty-eight millions represent advances to our Allies and Dominions, and will, therefore, be repayable), and at the end of the financial year 1916-17 the net indebtedness will be two thousand six hundred and forty millions. This will involve an annual charge for interest and sinking fund of

one hundred and forty-five millions. When it is recalled that the expenditure of Great Britain for the year 1913-14 was less than two hundred millions it will be obvious that the low cost of living which prevailed in pre-war days is not likely to be experienced in the lifetime of the present or the next generation. The legacy of debt to the future would be still greater but for the heroic measures which, in marked contrast to the policy of our enemies, are being taken to keep it as low as possible by imposing additional taxation. From this source a sum of more than three hundred millions is expected to be raised in the ensuing year, thus bringing the total revenue up to five hundred and two millions as compared with an expenditure of one thousand eight hundred and twenty-five millions. Several new taxes have been introduced, while two or three existing taxes have been increased, and it is worthy of remark that they follow very closely the lines anticipated. The decision to tax amusements must meet with general approval. There is no hardship in tapping the pockets of those who can afford the time and money to go to theatres, cinemas, horse-races and football matches. Nor can there be any objection to demanding additional contributions to the Exchequer from those in a position to indulge in the luxury of motoring, which uses up material, transport space, and labour, all of which could be employed to greater advantage. The consumer of alcoholic beverages will rejoice that the total abstainer, who has hitherto quenched his thirst with aerated waters without paying the State anything for the pleasure, will enjoy this privilege no longer, and will be unable to seek refuge from increased taxation in coffee or cocoa, especially if he uses sugar with it. The small tax on matches, of which, since the time of Robert Lowe, Finance Ministers have fought shy, is not likely to be felt much even by the smoker. The tax on railway tickets, however, will press rather hardly upon a very large number of people of very modest means who are obliged to live at a distance from their work. The raising of the income-tax to 2s. 3d. in the £ is likely, also, to impose a heavy strain upon thousands of people who find their slender purses already very seriously depleted by the all-round advance in the price of the necessities of life. Although the tax amounts to 5s. in the £ on earned incomes of £2,500 a year and on unearned incomes of £2,000 a year no real hardship will result from this. The same cannot be said, however, of the deduction of a flat rate of twenty-five per cent. from dividends, for these often constitute the sole or chief source of income of widows, spinsters, and others in comparatively poor circumstances. We should have preferred to see the excess war profits tax increased from 50 to 75 per cent., instead of 60, although Mr. McKenna points out that, as it is, rich men who pay the supertax will be called upon to relinquish no less than 77 per cent. of their excess profits. Upon reviewing the situation which these figures disclose we in Hongkong cannot but contrast our own favourable position with that of our fellow-countrymen at Home. Not only do we escape compulsory military service and all the sacrifices which that entails, but we are immune, also, from the heavy demands made upon those who are left to pursue their ordinary avocations. In such circumstances it is our manifest duty to subscribe liberally to the various war charities and to invest every penny that we can spare in the War Loan in order to do our part in furnishing the funds necessary for meeting the wide disparity between the income and expenditure of Great Britain in this great crisis. This duty cannot, of course, be discharged without sacrifice. On this point the words uttered by the Chancellor of the Exchequer at the meeting held at the Guildhall last month for the purpose of impressing the need of economy on the British people are deserving of consideration. He said: "We have got to take stock of our daily habits, and to see by close examination how much we can really go without, how much we can give up of our expenditure without real detriment to our powers of work, and without sacrificing the obligations to others which we have undertaken. I believe even within these two limitations we shall find there is a good deal we can all do in the way of domestic economy." Mr. Balfour declared that the burden of proof lies on every person whose profits or wages are increased by the war to show why he should not lend that extra profit or wage to the State and enjoy the ample interest which the State will provide upon it. The words of these two Ministers, which were endorsed by Lord Kitchener, apply to Britons all over the world and especially to those who live in a Crown Colony, which, though administered from Whitehall, has not so far been called upon to furnish anything more than the ordinary peace-time military contribution.

St. John's College sports will be held at Happy Valley to-morrow afternoon.

Major W. G. St. Clair, editor of the *Singapore Free Press*, who is retiring after 42 years' activity in the tropics, left for Home last week.

The annual meeting of the members of the Royal Hongkong Golf Club will be held in the Club house, Happy Valley, on the 17th inst. at 5.30 p.m.

The total output of the Kailan Mining Administration's mines for the week ending 25th March, amounted to 64,367 tons and the sales to 52,052 tons.

The *Japan Advertiser* quotes a report that Baron Sakatani has now been definitely selected as Japan's delegate to the Economic Conference of the Allied Powers to be held in Paris.

The ladies of the Union Church Work Party, Hongkong, have sent several parcels of socks, shirts, etc., by the English Mail to the Rev. W. W. Boveridge, St. Royal Scots, France.

In order to enable the

THE WAR.

VERDUN FIGHTING.

CRUEL GERMAN LOSSES.

LAND AND SEA ATTACK BY TURKS.

REPULSED WITH HEAVY LOSSES.

DUTCH PRECAUTIONARY MEASURES.

MORE SHIPS TORPEDOED.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS CYNICAL DISREGARD OF LIFE.

CRUEL LOSSES AND NOTHING GAINED.

PARIS, April 6th.
12.15 a.m.

A semi-official communiqué states that the Germans are attacking simultaneously at different points in the hope of splitting our Reserves, but French counter-attacks nullified all the enemy's recent gains. It is curious to consider the German formations, the first of which, composed of inferior troops, advanced shoulder-to-shoulder and were conquered by machine-gun fire. Those were followed by better material for which it was hoped to open a way, with a cynical disregard of life when contrasted with the French methods. The enemy's losses were never more cruel than in the recent fighting, yet they achieved nothing.

AT VERDUN.

FIGHTING IN FAVOUR OF THE FRENCH.

PARIS, April 6th.
2.30 p.m.

A communiqué states:—The Verdun fighting continues in favour of the Frenchmen. West of the Meuse there has been comparative calm, while east of the Meuse we have continued to progress northward of Bozonville.

There has been an intense bombardment in Woeyre. The Germans at St. Mihiel threw twenty-two mines into the Meuse, but they exploded harmlessly against our barrage. There has been grenade and mine fighting in Argonne, to the advantage of the French.

There have been several German attacks in Lorraine after violent artillery preparations, but they were defeated by our machine-guns and artillery. There have been fifteen air fights at Verdun. Three German machines were killed, but all the French airmen returned safely. Our air-squadrons bombed a German station and bivouac in the Verdun region.

GERMAN TRENCHES BOMBARDED.

WITH GOOD RESULTS.

PARIS, April 6th.
12.20 a.m.

A communiqué states:—There was a bombardment of the German trenches at Stenstraete with good results. There has been artillery activity in Aisne and Argonne. The day has been calm east of the Meuse. There has been an intermittent cannonade at Daumont and Vaux, but there has been no infantry action in the Verdun region.

THE BRITISH FRONT.

EFFECTIVE BOMBARDMENT.

LONDON, April 6th.
12.05 a.m.

A communiqué states:—Last night we sprang mines near Hulluch and damaged a gallery and wrecked posts which were established in old craters. To day we effectively bombarded a work near Bois Grenier. About St. Eloi the artillery has been most active on both sides. Heavy artillery, effectively bombarded north of the Ypres and St. Julien road. Much damage was done to hostile trenches and there were numerous explosions.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

"BRESLAU" CO-OPERATES IN TURKISH ATTACK.

REPULSED WITH HEAVY LOSSES.

PETROGRAD, April 6th.

A communiqué states that on the Black Sea coast the Turks, supported by the cruiser *Breslau*, attacked the Russian right flank. The Turks were repulsed with heavy losses. The Russians attacked the enemy's centre in the same region and occupied certain positions. The Turks were also dislodged from a series of mountain positions in the upper Cherkokh.

The ice is breaking on the Dvina. Zeppelins are reported east of Baranovitchi.

An important enemy force took the offensive in Galicia, west of Tarnopol, but they were repulsed with the bayonet, many being killed.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIOLENT AUSTRIAN ATTACKS.

REPULSED AFTER SANGUINARY FIGHTING.

ROME, April 6th.

A communiqué states that there have been the usual artillery activities along the entire front. Violent Austrian attacks at Raichkofel were bloodily repulsed.

Aircraft attempted to raid Verona, but they were driven back.

A few bombs were dropped at Bassano, and two children were killed. Raids on the lower Isonzo and Grado were driven back.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

NAVAL ENGAGEMENT.

GERMAN TORPEDO BOAT BADLY DAMAGED.

LONDON, April 6th.

It is stated in Stockholm that there was a naval engagement in the Kattegat yesterday.

A terrific bombardment was heard at sea, and a couple of hours later a German torpedo boat destroyer, badly damaged, was towed past Helsinki.

SUBMARINE PIRATES.

MORE VESSELS SUNK.

LONDON, April 6th.

The British steamer *Bendow* has been sunk. One of the crew was drowned.

The Spanish steamer *Vigo* has been sunk. The *Vigo* was torpedoed in the Bay of Biscay, and the crew were landed at Gibraltar.

The Dutch schooner *Elina Helena* has been torpedoed. The crew have been landed. An inquiry will be held.

The Dutch Government have undertaken an examination of the wreck of the *Tubania*.

SINKING OF THE "PERSIA."

NO GRAVE NEGLIGENCE.

LONDON, April 6th.

In the House of Commons, Mr. Runciman said that the Board of Trade were satisfied that there was no grave negligence in the case of the *Persia*.

GENERAL.

[THROUGH REUTER'S AGENCY.]

DUTCH PREPARATIONS.

WHY FURLONGS HAVE BEEN STOPPED.

THE HAGUE, April 6th.

There has been a secret sitting of the Second Chamber at which all the Ministers were present.

LATER

After the secret sitting of the Second Chamber the Government issued a statement to the effect that the suspension of furloughs in the Army and Navy was a measure of precaution, due to apprehension at the increase of the dangers to which the country was exposed.

The *Telegraaf* says that the precautions which the Government are taking are against the concentration of German troops on the Dutch frontier.

RECEPTION OF THE BUDGET.

GENERAL APPROVAL.

LONDON, April 6th.

The morning papers accord the Budget statement general approval.

The *Graphic* says that it is a magnificent war Budget, and adds that at last the Government has had the courage to propose an adequate scheme of war-taxation. There may be some outcry regarding the poor man's sugar, but the poor man pays no income-tax.

The *Daily Telegraph*, while regretting the increase in income-tax, says that victory is worth whatever we have to pay for it.

The *Morning Post* expresses the opinion that the Budget statement does not daunt the nation from continuing the course laid down for itself. From the King downwards everybody is prepared to make great sacrifices.

BRITAIN'S AIR SERVICE.

LONDON, April 6th.

In the House of Commons, replying to Mr. Pemberton Billings' complaints regarding Great Britain's air-service, Mr. Tennant said that besides the *Lis* another Zeppelin was hit off the coast. He knew this from a carbon copy of a wireless message which was sent by the Commander, and which was picked up from the ground. Regarding air-defences generally, he said that the defensive machine now established was much larger and wider than was generally known, and there were great hopes that they would be able, in the future, to protect the country in a much more rapid manner than had been possible in the past.

ANOTHER ZEPPELIN ATTACK.

LONDON, April 6th.

An official announcement states that a Zeppelin attacked the north-east coast at 9.50 last evening, but was driven off by anti-aircraft guns and machines. Some bombs were dropped, but no information has been received of any casualties or damage having been inflicted.

IN MESOPOTAMIA.

UNEXAMPLED FORTITUDE OF THE TROOPS.

LONDON, April 6th.

In the House of Lords, Lord Islington, in announcing the publication in the *Gazette* of General Nixon's despatch covering the operations to the end of September, said that a further despatch covering the operations up to the time of General Nixon's retirement was being considered, but as it related to a phase of the operations which was now proceeding the publication at present would not be of any public interest. He paid a warm tribute to the unexampled fortitude of the British and Indian troops.

MONEY ALLOWANCES.

LONDON, April 6th.

In the House of Commons, Mr. Horne called attention to the fact that the officers of the Indian Army in Mesopotamia had not received the promised money allowances in lieu of rations for the period before they commenced to receive rations.

Mr. Chamberlain replied that if specific instances were given him he would enquire.

ITALIAN WAR MINISTER RESIGNED.

ROME, April 6th.

It is officially announced that General Zupelli, Minister of War, has resigned in order to go to the front. General Morone succeeds him.

THE CEYLON RIOTS.

[THROUGH REUTER'S AGENCY.]

GERMAN INSTIGATION?

LONDON, April 6th.

In the House of Commons, Mr. Bonar Law said that further enquiry into the Ceylon riots would only lead to a recrudescence of racial and religious animosity. He was not sure that they were not due to German instigation.

THE ADVANCE TO BAGDAD.

QUESTION IN THE COMMONS.

LONDON, April 6th.

In the House of Commons, Mr. Wendorf Astor asked whether the Government, when they authorised the advance to Bagdad, had documentary evidence that General Townshend favoured the advance.

Mr. Chamberlain:—No. He added that the Government's correspondence was conducted with General Nixon.

ON THE TIGRIS.

OPERATIONS PROCEEDING SATISFACTORILY.

LONDON, April 6th.

General Lake reports that at five in the morning the Tigris Corps carried the enemy's entrenched position at Ummel-hannas. The operations are proceeding satisfactorily.

AMERICA AND SUBMARINES.

APPEAL BY A VICTIM.

NEW YORK, April 6th.

Proctor Bagshaw, who was a passenger on the *Suzer*, and is an old friend of President Wilson, has very strongly condemned the President's policy regarding submarine warfare. He urges Americans to force the President to take action. In the words of Washington, they were "at a moment when they will save or lose their reputation."

MR. ASQUITH'S MISSION.

PREMIER NOW IN LONDON.

ROME, April 6th.

Mr. Asquith has returned from the front, receiving an ovation.

In a message to the Italian press he pays a tribute to the incomparable bravery and tenacity of the magnificent Italian army, which was struggling with glory and success against almost insurmountable difficulties. He declared that he was more than ever convinced that a final victory for Italy and the Allies was certain.

A later message says that Mr. Asquith has arrived in Paris. He was met at the station by MM. Brand and Ribot, with whom he conferred on current questions.

ITALY CALLING UP MORE MEN.

ROME, April 6th.

A Decree warns the twenty-year-old men for service during the current year, and also orders the medically rejected of the 1892, 1895 and 1896 classes to undergo a fresh examination.

CONTRABAND OF WAR.

LONDON, April 6th.

In the House of Commons Lord Robert Cecil (Minister for Blockade) announced that there would be a further extension of the contraband list very soon.

THE MEXICAN REBELLION.

AMERICAN CAVALRY IN ACTION.

NEW YORK, April 6th.

Two hundred American cavalry defeated 200 Villistas at Aguascalientes on the 1st inst., killing thirty. The Americans had no casualties.

GREEK INTRIGUE.

ATHENS, April 6th.

Ghann Dieff, the leader of the Stamoulis, his brother-in-law, and six others have been arrested at Sofia. It is believed that they are charged with intriguing against the Government.

NEW MEDAL.

LONDON, April 6th.

A Royal Warrant institutes a new silver medal entitled: "The Military Medal." It will be awarded to Non-Commissioned Officers and men for individual and associated acts of bravery on the recommendation of a Commander-in-Chief in the field. The inscription on the reverse is: "For bravery in the field."

OBITUARY.

FIELD MARSHAL BROWNLAW.

LONDON, April 6th.

The death is announced of Field-Marshal Sir C. H. Brownlow, G.C.B., K.C.B. [The deceased took part in the China War, 1860, and was in the action of Sinbo, the taking of the Taku Forts, and the occupation of Peking, receiving the medal and two clasps.]

SIR GERARD LOWTHER.

The death is also announced of the Right Hon. Sir Gerard Lowther, G.C.M.G., K.C.M.G., O.B., J.C., of the Diplomatic Service, who at one time served in Tokio.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, March 29th.

THE PASSING OF THE MONARCHY.

There have been startling developments since I wrote last. The new-born monarchy has had a period put to its existence, and China is once more a republic governed by a President. In my previous letter I hinted at certain possibilities, but few dreamed that they were so near becoming actualities. The renunciation came with dramatic suddenness and effect.

After a conference with several old friends and advisers, Yuan Shih Kai decided that the monarchy was a mistake into which he had been led by misinformation, but, with characteristic courage, he accepted the blame and responsibility, and with extraordinary humility he set forth his unworthiness in the mandate of renunciation and cancellation which was issued last Wednesday. This document had been drawn up for almost ten days previously, but could not expediently be issued the same day that it was announced that Kwangsi had joined the rebel cause. By cancelling the monarchy Yuan Shih Kai secured the support of Li Yuan Hung, Hsu Shih Cheng, Tuan Chi Jui, and other leading men of influence who disapproved of the change of Kuotai, and has deprived the revolutionists of their avowed cause for taking up arms against the Central Government. There are many, however, who regard his action as indicative of weakness, a weakness which will embolden the rebels to make further demands. It is contended that the better course would have been for His Excellency to place his resignation in the hands of the Cabinet and seek retirement in his country home. There he would have been pressed to remain, or, had he persisted in quitting office, only a short interval would have elapsed before he would have been invited by representatives of all sections to "save the country."

Even yet, the possibility of retirement is still before the politicians, and much indeed depends on the temper of the revolutionists. If they are inclined to modify their demands and consider a settlement with Yuan Shih Kai as Chief Executive, peace may soon be restored, but if they persist in their anti-Yuan demands there is little doubt that they will be fought to a finish. Of course, other interventions are possible. The Government troops and the loyalist commanders may consider that they have lost face by the cancellation of the monarchy and may turn against the Central Authority. But at the time of writing there seems some hope that a peaceful settlement will be reached. Men who helped to compose the differences of the North and the South on the occasion of the Revolution of 1911 are being invited to use their good offices, and it is not likely that they will refuse to act in the interests of their distracted country.

There is no doubt that the change is thorough. Everything associated with the enthronement and the projected imperial régime has been cancelled or arrested. The vessels and paraphernalia associated with the anticipated grand ceremony have been returned to the T'ing Court or removed from their appointed place, the silver dollars minted with the imperial denomination have been returned to the Mint at Tientsin to be recoined, the officials who disliked the monarchy and resigned because of "ill-health" or in order "to perform some hurried services" have been restored to office and favour, the pro-monarchy officials are resigning or preparing to do so, and the republican laws in conflict with the monarchical régime which were cancelled have been restored. Renunciation could scarcely go further. The Chen An Hui men naturally feel uncomfortable, and it is reported that Yang Tu, their leader, has left Peking, but perhaps the most significant mandate of the moment was that in which the Minister for Education was rewarded for having assisted in the cancellation of the monarchy!

BONFIRE OF IMPERIAL DOCUMENTS.

That the monarchical dream has ended in smoke was very emphatically demonstrated within one of the courtyards of the now forbidden ground yesterday when eight hundred and forty precious documents relating to the defunct Empire were committed to the flames. So ended dreams of kingship, princedom, dukedom, and all the other "dums" and "ages." There's many a slip 'twixt cup and lip.

FOR WAR FUNDS.

The British and allied communities, as well as the Chinese, were greatly interested last week in the loan exhibition of pictures and the bazaar promoted by Lady Jordan and held in the residence of the British Minister. A very interesting collection of

RUSSIAN CENSORSHIP DEFECTS.

ANALOGIES WITH ENGLAND.

The main interest of recent proceedings in the Duma was centred in the debate on the Military Censorship Bill, in the course of which the criticisms bore a curious family resemblance to those voiced in our own Legislative Assemblies (says the *Times* correspondent at Petrograd). One speaker cited a Government circular issued to the provincial Governors supplementing the list of prohibited subjects so as to include a large quantity of matter wholly unconnected with national defence and designed to muzzle Press criticism in matters of domestic politics, particularly in relation to administrative changes and dissensions. The analogy with British conditions is so far maintained that one censor is accused of striking out a quotation from Pushkin as dangerous to public order.

So far, from benefiting the Army or the nation, excessive secrecy has frequently done positive harm, as, for example, through the suppression of all timely knowledge of the problem of the refugees, as a result of which the railway service was disorganised; and of any reference to the chaos existing at Archangel, which portmanteau has favoured interminable delay in the construction of the railway gauge, from which military interests are the first to suffer.

Meanwhile, all this mystery has not prevented an influx of numerous Germans into Archangel, a fact which may or may not help to explain German activity in mining in the White Sea.

The newspapers, while unanimously avowing themselves prepared cheerfully to bear any burden in order to avoid the disclosure of military secrets, point out that restrictions carried beyond that point tend merely to create an atmosphere of distrust and suspicion eminently calculated to breed false and sensational rumours harmful to the military interests of the country.

FAR EASTERN MEN AND THE WAR.

Mr. R. G. Munro, who was formerly in charge of Messrs. Jardine, Matheson & Co.'s branch offices at Shimonoseki and Kobe, has been wounded in a bombing affray at the front—an affray in which he fought with such distinction that he has been awarded the *Military Cross*. Unfortunately, says the *Kobe Herald*, the wounds sustained were so serious that it was feared he would lose the sight of one eye.

THE "PREUSSEN'S" WIRELESS.

It will be recalled, says the *Peking Gazette*, that when the German officers Voltz and Lubbeck, of the interned steamer *Preussen* at Sabang, were brought before the Modan Court on a charge of using a wireless installation, the case fell through on a technical point. It has now been heard by the High Court at Batavia, who quashed the finding of the lower court, and ordered a sentence of twelve months' imprisonment to be enforced on the German officers concerned for intentionally committing an act endangering Dutch neutrality.

Chinese and Western pictures were brought together, notable exhibits being the paintings by Mr. Reginald Farrer of scenes on the way to Tibet. Mr. Lockenberg, the Russian artist, showed four excellent specimens of his art, and Mr. A. Kots was well represented in the portrait gallery. The entertainments provided were very enjoyable. Members of the British Volunteers had a band, and manipulated the various instruments as though to the manner born, but the sounds came from a concealed gramophone. On the second day they improvised upon this, and a real band behind the screen supplied the music. It should be added that Mr. Sandbrook, well-known in your port, was the leader; Mr. B. Mackenzie, recently from the Hongkong office of Messrs. Jardine, Matheson & Co., enlisted the services of his clever clerk, which saluted and presented a tray, collecting in this way over \$60; while Mr. Bungay, another ex-Hongkong man, took a leading part in the programme.

PEKING BRITISH VOLUNTEERS.

On Saturday afternoon the Peking Volunteers leave the capital to meet for the first time their two brother volunteers at the headquarters of the North China British Volunteers, Tientsin. The meeting will be of a military and social nature. Contrary to the old maxim "after work comes play," the soldiers are to enjoy a smoking concert on Saturday night, and the following day (Sunday) is to be a field day. On this occasion the British are to be joined by the French troops. It is expected that over forty of the Peking company will attend. The Tientsin company are providing billets for the visitors, who will return home on Sunday night.

AMATEUR THEATRICALS.

That the British community in Peking are "doing their bit" cannot be questioned. Following last week's exhibition and sale of pictures for Red Cross Funds, it is hoped to benefit the Fund for Blind Soldiers by a theatrical performance which is to be given within the British Legation Theatre on Tuesday next. The play scenes are to be taken from the works of Charles Dickens.

ANGLO-CHINESE BUREAU.

The members of the Anglo-Chinese Friend ship Bureau met in the Central Park to-morrow afternoon, when, after tea, they are to be entertained by Mr. Reginald Farrer, explorer, artist, and botanist. Mr. Farrer, who has just returned from Tibet, will lecture on his travels and experiences in that country.

THE RUSSIAN MINISTER.

Mr. Krupensky, the Russian Minister, leaves Peking to-night. He will visit Petrograd before proceeding to Tokyo to take up his new duties there. He will be given a hearty send-off by his many friends.

Cable & Farmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.

UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

THE BEST DRINK IN HOT WEATHER.

Large supplies have lately arrived from London.
OF ALL STOREKEEPERS.

MONTERRAT LIME JUICE

KEATINGS POWDER

IT SOMETIMES HAPPENS

KILLS BUGS
ALL INSECTS.

CHAPOTEAU'S MORRHUOL

Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.

Recommended by the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

THE NEW FRENCH REMEDY THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THESE REMEDIES ARE THE ONLY ONES WHICH CAN BE USED WITHOUT DOSE.

THESE REMEDIES ARE THE ONLY ONES WHICH CAN BE USED WITHOUT DOSE.

THESE REMEDIES ARE THE ONLY ONES WHICH CAN BE USED WITHOUT DOSE.

"SARGOL MAKES PUNY, PEEVISH PEOPLE PLUMP AND POPULAR."

The Mirror Shows Plainer Than Words What a Wonderful Improvement May Be Realized by a Gain of Even 10 or 12 Pounds.

If you are tired of being called "Skinny," "Bean-pole" or any of the other tormenting names shouted at thin folks, you will be glad to hear of a remarkable discovery that puts on good solid flesh at a wonderful rate.

The thin man has a gaunt, cadaverous, hungry look that gives an unfavourable impression when he meets people, and his unfavourable impression seriously detracts from his success.

The thin woman has a scrawny, angular look, that, no matter how regular her features, destroys the charm of feminine beauty. The rounded curves of the plump woman so pleases the eye that even an unfortunate face is forgotten and she is called beautiful.

Thanks to this new discovery, this remarkable flesh builder, Sargol, you can now be plump and well developed, the bones covered with good solid flesh, the hollow places filled out so that wrinkles disappear and the sharp angles changed into beautiful curves. Scrawny necks and shoulders will grow into a form of beauty and the cheeks and face will become plump, full and attractive.

There is no strenuous exercising required, no drastic diet necessary, just use Sargol, the new flesh building element, and see the weight increase in a natural way. You ask how this is accomplished. Very easily; Sargol simply helps nature by restoring a perfect assimilation of food. Thin people are usually thin because they do not absorb the nutriment they should get out of their food. It simply passes through the system as coal shakes out of a wide grate when only partially consumed. Use Sargol and you will entirely remedy this imperfect assimilation so that what you eat will fill out the loose skin and cover the bony angles with flesh that has been lacking. It will not only make you look better, but will make you feel better, giving the vitality and life that is the heritage of the well developed.

A Gold Medal was awarded Sargol at the Brussels Exposition in 1910, another at Rome in 1911. A. S. WATSON & CO., LTD., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY, and all other first-class Chemists in Hongkong have it in stock.

"Don't Worry—Take Sargol."

Are you old before your time?

Then take a pick-me-up course of VITAFER—the great brain and body building food. It combines Organic Phosphorus—perhaps the greatest gift of science to the human race—with the rich protein constituents of pure milk.

Vitafer
The Greatest of all Tonic Foods

is superior to, and much cheaper than, Santogen (originated in Germany) and surpasses all other Tonic Foods.

N.B.—The moderate price places it within the reach of all.

Sold by all Chemists in all right bottles containing 6 oz., 12 oz., and 24 oz., by weight.

VITAFER is produced by a special process of the VITAFER Co., Ltd., of Birmingham, England, and is a pure and healthy food. It is not a medicine, but a food, and is the only food of its kind in the world. It is the only food of its kind in the world.

Wholesale Agents in Hongkong: Messrs. A. S. WATSON & CO., Ltd., 100, Queen's Road, Hongkong.

WEATHER REPORT.

On the 6th at 11.55 a.m.—No returns from Japanese stations.

The anti-cyclone appears to have moved north-eastward.

Pressure has increased considerably at Shanghai, and slightly along the coast from Foochow to Hainan. It is nearly stationary in southern districts.

Fresh monsoon will moderate over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	(East or variable winds, fresh to moderate; fair)
Formosa Channel	(The same as No. 1)
South coast of China between Hongkong and Loochoo	(The same as No. 1)
South coast of China between Hongkong and Hainan	(The same as No. 1)

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, April 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.26	30.23	30.17
Temperature	83	80	84
Humidity	49	51	41
Wind Direction	ENE	ESE	ESE
Force	2	3	4
Weather	0	0	0
Rain	—	—	—

Highest open air Temperature on 6th — 84

Lowest open air Temperature on 6th — 57

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

- Far Eastern News.
- Far Eastern Men and the War.
- Hongkong Contributions to War Charities.
- Belgium's Agency.
- Japanese Loyalty to the Alliance.
- Chinese Politics.
- The New Anzong.
- China and its Mineral Wealth.
- Missionary Work.
- Wedding at St. John's Cathedral.
- The Law Courts.
- The Shanghai Shell Case.
- More Shells Seized in Shanghai.
- Passenger List.
- Engineers and the War.
- Steamer's Strong-Room Broken Open.
- Hongkong Exporters and Dealers.
- Entertainment at Men's Club.
- Trade of Singapore.
- China's Salvation Fund.
- Hongkong Tramway Co.
- Company Meetings and Reports.
- Luron Sugar Refining Co., Ltd.
- Hongkong and Whampoa Dock Co., Ltd.
- Union Insurance Society of Canton, Ltd.
- Ma'akoff Rubber Co., Ltd.
- Green Island Cement Co., Ltd.
- Peking Notes.
- Swatow Notes.
- Political Unrest at Swatow.
- Macao Notes.
- Shanghai Notes.
- Chinese Telegrams.
- Local Sports.
- Presentation to Surgeon-General Hoskyn.
- "Chiao-Maru" Ashore.
- Hongkong University Medical Society.
- Daring Yachting.
- The Colony's Finances.
- Correspondence.
- Hongkong Currency Problem.
- Hongkong Tramway Co., Ltd.
- Calls to Arms.
- Engineers and Others.
- Portuguese and Shameson Defence Corps.
- Great Britain's Trade with the Far East.
- Germany's Trade in China.
- Comments.
- Extra Copies 30 cents each. Cash.
- Copies can be posted from this Office to addresses sent; including postage 34 cents each.
- Hongkong, 7th April, 1916.

SEIZURE OF AMMUNITION IN SHANGHAI.

GERMAN'S REFUSAL TO ANSWER QUESTIONS.

CASE BEFORE THE MIXED COURT.

On March 31st in the Mixed Court, Shanghai, Mr. Grant Jones, British Assessor, and Magistrate Young continued the hearing of the case in which five Chinese answer two charges, one of being on March 25th in possession of certain explosive articles within the limits of the International Settlement without the order, sanction, or authority of the Consular Body (Official Yamen), and the second that within the same limits they did unlawfully carry certain offensive and defensive arms, to wit, pistol ammunition and gun shells.

Mr. K. E. Newman appeared for the prosecution and Mr. G. D. Musso watched the case for the Chinese Government.

Inspector Young, continuing the evidence which he gave on the last occasion, said that there were 18 cases in the cart, when it was stopped. The shells were of 37-mm. calibre. There were four cases of explosives, two of armour piercing, and two of case shot—much the same as shrapnel, but without fuses.

THE WALK TO THE STATION.

Referring to the walk to the station, witness said that as he, a police sergeant, and the foreigner were on their way, they were met by a motor car which contained another foreigner and a Chinese in naval uniform. The foreigner produced a huchow issued by the Ministry for the Navy. The foreigner asked witness to release the man he had with him as he had a proper permit. Witness replied that the permit produced did not apply within the Settlement. They then all got into the car and drove back to the station. The foreigner, who was found with the car, gave him his name as Fritz Sommer, vice Consul for Norway at Tientsin and a member of the firm of Telge & Schrepper, Tientsin.

Acting on instructions, witness released the foreigner and detained the Chinese and the ammunition. Witness had opened one of the cartridges and on the bottom of the shell was stamped the words "Hotchkiss, Paris." It was said by the men at the station that the whole business was straight and above board. It was a deal that they were putting through with the Arsenal. Mr. Thomson mentioned that the ammunition came to Shanghai in 1910.

Mr. R. B. Mauchan, a British subject, who said he attended Court under subpoena, said he was the engineer in charge of the Kiangnan Engineering Dock, which was controlled by the Ministry of Navy.

A SHIP FOR SOME GUNS.

The first he heard of the matter was on March 20, when Admiral Wang told him that he had received instructions to take delivery of four guns to be placed on the Chinese naval boat, which was being built. He asked witness to make arrangements to consult with him about placing the guns on board the vessel. The boat was a powerful tug-boat of about 135 feet in length, and 33 ft. beam. Witness replied that before he knew whether the guns could be placed on the craft, he would have to know what kind of guns they were and Admiral Wang then read from the telegram, which he had received, that two were quickfiring of 37-mm. and two were quickfiring of 53-mm.

Nothing further happened until March 24, when Admiral Wang asked him to send a steam launch up the Soochow Creek, showing him on a small scale map the place to which he wanted the launch to go. There was also another place marked upon the creek, where it touches the Settlement near Jossfield. Admiral Wang said that the guns were field guns and when witness said they would be too big to be handled on a launch, he was told that they were packed in cases. Witness then advised Admiral Wang that the Customs should be notified and, subsequent to this being done, Inspector Mellows was also informed.

Mr. Newman:—Do you know anything about the movements of big steamers in the Huangpu?—I know of boats coming to the dock and going away from it.

Is it not a fact that the str. *Deike Rick* was not up near the Arsenal?—Yes.

When did she come up?—She came up last week.

Where is she berth now?—She is berthed about half-way between Tungkadoo and Kiangnan Dock.

Do you know where she has been for the past eighteen months?—Yes, in the lower reaches of the river.

Could the boat, you are building go to sea with those guns on board of her?—Oh, yes.

NO NOTIFICATION TO POLICE.

In answer to Mr. Musso, witness said he did not know whether the Kiangnan authorities communicated with the Bureau for Foreign Affairs on the subject; he did not think they did. He did not know that the Chinese officer in uniform was given a pass under the seal of the Kiangnan Dock by Admiral Wang.

At this juncture Mr. Fritz Sommer produced the pass, which read:—"The bearer of this is a naval officer from the Chinese navy and is in charge of 79 cases of naval stores to be taken from Ferry Road via the Soochow Creek to the Kiangnan Arsenal."

Mr. Sommer said that he showed the pass to Inspector Young on the day of the seizure.

Inspector Givens produced a letter from the Collector of Customs, which stated that their inquiries did not show that any packages bearing similar marks to those on the shells had passed through the Customs. The letter was signed by Mr. Union. Witness also produced a sample of the shells found in the premises occupied by Nielsen at 44, French Siewai Road. That shell was of 53 mm. calibre.

Inspector Young, recalled, was asked by Mr. Newman:—Was any permit issued by the Municipal Council notified to you for the removal of ammunition through the Settlement?—No, there was not.

Or by the Consular Body?—Not until after the ammunition had been brought to the station. A considerable time afterwards Messrs. Thomson and Sommer came back to the police station in a motor car. And they brought a permit, signed by the Senior Consul?—Yes.

Dated when?—Dated the same day.

THE HUCHOW.

Fritz Sommer, a German, agreed in substance with the evidence of Inspector Young and said that at the police station the document issued by Admiral Wang was produced. After that he went and saw the Chief of Police, Mr. McEuen, and produced to him the huchow and the document of Admiral Wang. They were thrown back to him, with a gesture, which the witness reproduced, with the remark, "This thing is no use to me."

The Assessor:—Quite true.

Witness continued that he was further told that the letter of Admiral Wang, which was also produced was also held to be of no use. Mr. McEuen then told him that he would have to go and see the German Consul to obtain a permit, which would have to be counter-signed by the Senior Consul, M. Siffert. He obtained the permit from the German Consulate and had it counter-signed by the Belgian Consul. He returned with it to the Central Police Station, but failed to catch Mr. McEuen. He was referred to the Gordon Road Police, but they refused to bring the ammunition, without the consent of Mr. McEuen, who had left the office at 1 o'clock and was then at the Kiangnan Race Course. He returned to the German Consulate and asked Mr. Schirmer, who was a personal friend of his, to go out to the race course and see Mr. McEuen, and he was told that there Mr. McEuen refused to obey the order of the highest authority, the German Consul and the Belgian Consul, who had issued the permit. "From 1 o'clock until 7.30 I could not get any information from the Police and the order issued by the highest authority in the Settlement was absolutely neglected. Here in this Settlement, the law is going on in a year, and revolution is still going on in the neighbouring provinces, no head of police was available from one o'clock until 6.30. I should like to make a point of that so that it may get into the paper and so that the case may be represented more correctly in a way as if I were a gun-runner." Witness continued that he was no such thing and that he held a huchow from the highest authority, and continued: "It is a state of things which so far has never existed before and I think it is about time it was changed. I have been importing arms into China for the last 25 years and I have never needed a single pass or permit from any local authority." Witness went on again to complain of the manner in which the case had been handled by the Press, and said the Press were asking "where are the arms?"

The Assessor:—Perhaps you are going to tell us?

The witness:—Certainly; I will tell you as soon as you give me permission to ship the goods.

Mr. Newman, cross-examining:—Was this a genuine transaction?—My transaction with the Chinese Minister?

Yes—That is an affair between the Chinese Minister and myself, of which I have no right to give anything away. I am sure the Chinese Government would most distinctly object to that.

Was this a sale by you to the Chinese Government of arms?—I don't see why I should answer that.

REFUSAL TO ANSWER.

The Assessor:—Mr. Sommer, you were introduced to me in my private room by the German Assessor, with a view that you should come here and give evidence, and assist the Court as far as you could. By not answering the questions you create a most unfavourable impression. If this is an above-board transaction, there is no reason why you should not answer every question by counsel and give all the information you are asked for.

In answer to further questions, witness stated that on April 1 the Customs assumed the right to take into their godowns the cargo which belong to arms dealers, and he was seeing that he got the goods to the Arsenal and having them delivered to the proper authorities. He had sold the goods to the Chinese Minister in Peking. "Don't you forget," he added, "the Germans are at war with the British and I am not going to disclose any of my transactions." He declined to say whether he had a written contract or not.

Mr. Newman:—I don't mind. That is your answer. There is a very strong inference to be drawn and I shall draw that inference.

Witness:—You are here in the International Police Court, and I am before a British Assessor. I am not giving that away. If I was before a German Assessor I might answer, but I am not going to answer questions like that before a British Assessor.

The Assessor:—Your authorities made no claim that the case should come before a German Assessor.

GRAVE DOUBTS OF THE TRANSACTION.

Mr. Newman:—I want you to understand that there are grave doubts about the genuineness of the transaction.

You doubt that the Chinese Minister has bought these goods from me?

Yes, there are grave doubts. You have refused to say what the contract is; will you produce the huchow?—No; that was thrown to me by the highest authority of the police saying it was no use.

No, it is not, but will you produce it?—No.

Witness denied that the huchow was not in the usual form. Any particulars they wanted to know about the huchow they could find by seeing it at the German Consulate; he would not produce it to the Court.

Mr. Newman:—I put it to you that the details of the ammunition were not written by the same hand and at the same time as the huchow was granted?—That is a question you might ask the man who wrote it. It is in the form it was handed to me by the Minister in Peking.

The Assessor, then pressed for the production of the huchow, but witness steadfastly refused to produce it, saying it could be seen at the German Consulate. He was not going to give it to the Court here. Tracing the cargo, witness said that it came to Shanghai as far back as 1900 and during the Boxer trouble was confiscated by the German Consul, lodged in the British godol and subsequently returned. The guns were not lodged in the godol, because without ammunition they were harmless.

"You have not got hold of all the ammunition," the witness continued. "Other

THE SHANGHAI SHILL CASE

NIELSEN'S ACCOMPLICES SENTENCED.

GERMAN CONSULATE'S RESPONSIBILITY.

On March 31st at the French Mixed Court, Shanghai, M. de la Prade, the French Assessor, read an interesting judgment in the two cases which were brought before him and Magistrate Nieh, arising out of the discovery of the shells in the godol in premises occupied by the German Consul, Liu King-piao. Nielsen's chief fear, was charged with complicity in the storing of arms and ammunitions and Miss Emma Weinstock was charged with being in possession of a false French passport.

Mr. G. D. Musso appeared for the second defendant.

After an exhaustive review of the evidence, M. de la Prade found that the declarations of the witnesses called were precise and proved the existence of an organization whose aim was to carry disorder and destruction notably into Siberia, at strategic points, such as railway bridges, into India and on merchant ships. Concluding the magistrate said: "The facts of the case are of such exceptional gravity as to warrant severity on the part of the Court in dealing with Nielsen's accomplices; but, inasmuch as the persons responsible for the conception, preparation and direction of the criminal acts in question are not before the Court, the Court has some ground for showing clemency towards the accomplices, who have already been arrested by the police."

As regards Liu King-piao, it has not been shown that he has fully known the criminal object which the gang, of which Nielsen is a member, had in view; he is therefore only guilty of being an accomplice in the act of unauthorized transport and deposit of explosive matters. Knowing that this transport was unauthorized, the chauffeur ought to have informed the police of what was going on. But, extenuating circumstances exist in his favour, because his master, calling every day at a fixed hour on his Consul, must have appeared to this Chinese as a man of high influence. This idea explains why the chauffeur did not dare to denounce to the police the transport of ammunitions and why he began to confess everything only when he saw all the evidence that was against him.

THE FALSE PASSPORT.

As regards the woman Weinstock, it has not been shown that she has been an accomplice in the act of transport or deposit of the shells in Nielsen's godol. She did, however, succeed, in August, 1914, in obtaining from the French Consul in Singapore a French passport, by taking advantage of a name that is not hers and of a certificate of registration that is a forgery. This certificate is in the name of Emma Schwartz, registered at the French Consulate in Moscow, while there is not, and never was, anybody of that name registered at the French Consulate there. When taking advantage of this forged certificate, the woman Weinstock knew, as she confessed herself, that it was a forgery. Moreover, she called on March 6 of the present year at the French Consulate at Shanghai in order to obtain a French passport under that very name that was not hers, stating that she was a French woman, when she was not, and that she was willing to go back to France. The woman Schwartz is therefore guilty of having knowingly used a false name and a forged certificate of French registration under that false name. The Court, however, admits that some clemency must be shown to a woman, who seems to have been a victim of the white slave traffic. But, the forged certificate of registration in the name of Emma Schwartz was returned in August, 1914, to the woman Weinstock, who says that she destroyed it. She says, too, that this certificate was given to her in Cairo by a certain man named David Weinstocks, or Wise, of uncertain nationality, and that this man may possibly be present now at Shanghai.

The evidence heard at the Court points conclusively to the existence at the German Consulate of an organization, the business of which is to obtain and give false and forged passports. Further, Nielsen has offered to provide the woman Weinstock with a false passport. Again, he asked her, if she succeeded in going to France, to carry something that Nielsen said he was willing to give to his friends in France, where he said he had many.

These are, therefore, grave, precise and conclusive suspicions that the gang, of which Nielsen is a member, has had the idea of making use of the woman Weinstock in order to establish communications with some other confederates in Europe.

The Court, therefore, condemns Liu King-piao to six months' gaol and orders that, his time being served, he will be put under surveillance. The Court condemns, too, the woman Weinstock to three months' gaol and to a fine of \$2,000, and orders that, her time being served, she will remain under the special watch of the French Police without the authorization of whom she ought not to leave either the French Concession or Shanghai till the end of the war.

The Assessor:—You have told us where the ammunition is, why not tell us where the guns are?—It was on the paper. What was on the paper?—It is a pity the police did not take a copy of it. They seem to be doing horse-racing and other things and not doing their business.

Will you tell us the calibre of the four guns you sold?—No; I am not allowed to give away what kind of gun the Chinese Government is going to put on board their ships.

Witness said that the huchow specified 79 cases. He denied the suggestion put by the Assessor that it only allowed for 44.

Inspector Young, recalled, said he saw the huchow. The numbers on it were 44 and 35, and contrary to the usual practice, the numbers were not covered by the seal.

Mr. Newman:—Could the 35 have been written in afterwards?—Yes, the seal was not over the numbers.

The case was again adjourned.

BRITAIN AND SCIENTIFIC RESEARCH.

(BY SIR ROBERT HADFIELD, F.R.S.)

In the valuable correspondence which recently appeared in *The Daily Telegraph* on "British Trade and Applied Science," considerable stress was laid, and rightly so, on the extent to which the Germans had availed themselves of scientific aid in the development of their industry. But I noted also a tendency on the part of several writers to attribute to Germany an innate superiority in science as compared with this country which, in my opinion, does not exist. On the contrary, our natural capacity is, I am convinced, greater than theirs, and many instances in which our actual achievements have also been greater are the best guarantee for wider successes in the future extension and consolidation of our industrial prosperity.

In my own line of research—the science of metallurgy—I am unhesitatingly that Germany's advance has been based almost entirely upon British, French, and American investigations and practical work of those freely placed at their disposal. But for these Germany could not have reached the strong position she has done. Hey thanks for the knowledge so much available are displayed by an exhibition of barbarism unmatchable in even the Dark Ages.

After long experience, I am convinced that we have never been indebted to Germany for a single basic principle. At company's works in Sheffield, employing some twelve thousand men, and where most of my research work extending over thirty years has been carried out, I am not aware that we have any German process or apparatus in use. I believe that we still have some German bankers in our laboratory, but I am glad to think that they are now being replaced by English-made glassware.

The results of these researches have been embodied in some sixty or more papers and contributions to the Royal Society, Iron and Steel Institute, Civil, Mechanical, Electrical Engineers' Institutions, and several other scientific and technical bodies. So far, from the fruits of our research work being selfishly kept in our own laboratories, the knowledge obtained has been in due time made generally available.

As regards the discoveries and inventions effected and described in the way mentioned, manganese steel, low hysteresis steel, and many other special alloy steels have been adopted throughout the world since my first Iron-Manganese Alloy paper was presented in 1888. That contribution was, indeed, practically the beginning of this particular branch of investigation; and many of these inventions have been adopted by Germany herself. Whilst, of course, I fully appreciate that country's energy, perseverance, and devotion to science, an equal tribute can be paid to other nations, including our own.

LEADERS OF RESEARCH.

American and Continental writers have been good enough to say that my first research in manganese steel was not only important, but to use the words of Osmond, the leading French metallurgist, "a discovery which ranked equally in importance with that of the effect of quenching carbon steel, and was only one of the same order which it had been reserved for our age to make."

In respect to scientific progress in metallurgy, we admit that we are much indebted to France, though we owe no such debt to Germany. I refer, especially to the valuable and painstaking work of Professor Henri Le Chatelier, who by his researches has enabled us to carry out wonderfully accurate measurements of high temperatures. It may, too, be added, and must not be forgotten, that Wedgwood, an Englishman, was several generations ago one of the leaders of research in this direction. Later, Professor Callendar, and Dr. Whipple, of Cambridge, have added greatly to our knowledge. Mr. Charles R. Darling lately read a paper before the Society of Arts, entitled "Recent Progress in Pyrometry," from which it will be seen that little if any credit in this matter also could be claimed by Germany; on the contrary, she has utilised British, French, and American investigations.

PRODUCTION OF CHEAP STEEL.

The Bessemer process, from which Germany has derived so much benefit, was certainly not invented there. The discovery of the basic steel process was also due to our chemists, Thomas, Gilchrist, and Snelus, and to M. Pierre Martin, in France. It is to this process that Germany is largely, in fact, chiefly, indebted for her developments in the production of cheap steel. Moreover, she obtained most of her ideas about metallurgical plant from the streams of Germans who visited our houses over the water to pick up all the information they could while America was developing her steel industry. There was nothing improper in that method of acquisition, but again it was copying, not originating.

My friend, Dr. J. O. Arnold, in his excellent pamphlet entitled, "British and German Steel Metallurgy," has shown that the German metallurgist cannot lay claim to any of the important modern discoveries. As an engineering point it may be interesting to note that a great deal of the German export business has been developed by bounties, the allowed on steel rails, for example, amounting to as much as £1 10s per ton. Imagine what it would have been if the metallurgical industry of this country had been supported by such enormous bounties. I am not speaking of the rights and wrongs of such an economic policy, but it is unfair conditions of this kind, including for example the bounty by Germany on patents in Great Britain, which have largely enabled Germany to fight us.

In justification of my statement, I may quote from a recent article, "Co-ordination of Resources for our Export Trade," in one of our leading technical papers, *Engineering*. The writer says:

Everywhere else (Germany) had found a fair field for her commercial efforts. In England, her goods had been treated as the goods of loyal subjects of the Crown, although she had endeavoured to shut British products out of her own markets, and in most other countries she had the advantage of the "most favoured nation" clause equally with ourselves. As long as she played the game, as it is understood

GRIM ARCTIC STORY.

TRAIL OF DEAD MEN.

A graphic story was told at Hull last month by two survivors of the Wilson liner *Sappho*, which was abandoned in the White Sea. There were twenty-two on board the vessel, including Captain Martin, and only three are believed to have survived, viz., Second Officer Ashford, Jack Stokes (of Flamborough), and Martin Hamble (of Hull). The three men travelled for four and a half days over ice in the White Sea, undergoing terrible hardships, whilst their comrades, through physical exhaustion, were unable to proceed, and were left behind. Eventually the three reached shore, and, after travelling fifteen miles inland, were discovered literally at death's door by a Laplander.

The *Sappho* left Archangel on November 28th, and should have reached Hull about Christmas. After leaving Archangel, said Stokes, the vessel became fixed in the ice, and after many days the crew abandoned her on December 24th. As the ship commenced to drift Captain Martin decided it was time to clear out. The ice around the ship was 6ft. thick. On the afternoon of Christmas Day some of the party lay down on the ice and snow, whilst the rest walked about.

At nine p.m. (Stokes added) we started to walk again, and kept on all night, as there was some moonlight and the stars were out. It was ten o'clock in the morning Captain Martin said, "I cannot go any further," and gave the ship's papers and all other documents to the steward, but the steward would not leave him, saying, "I can't leave you." Nine-teen of us were therefore forced to leave the captain, the steward, and one of the A.B.'s who absolutely refused to go further as they were bent.

YOUNG MEN FORGE AHEAD.

The nineteen of us kept, at all that day with short intervals for rest, for the benefit of the older men. One of the firemen fell into the water and he was nearly frozen. His hands were stiff, and he could hardly move his legs. We had to leave him behind. The eighteen walked the whole of the second night until four a.m. the next morning, when the younger men forged ahead as the older men were handicapping them.

What happened to nine of the others who went on ahead I don't know, but the six of us kept on another day. The party now consisted of Second Officer Ashford, Second Engineer Moakhouse, Third Engineer Barrett, the First Mate Mr. Bromby, and Hamble, and myself. We had to drag the boat for nearly half a mile. He was badly frostbitten and we cut up some blankets and tied up his limbs. He complained bitterly of the cold. After travelling further we sighted land, but broken ice and water barred our way. Mr. Bromby was the next man to give up. On the third day it commenced to snow, and in the evening the chief engineer gave up, saying he could go no further.

They were only five of us now, and Third Engineer Barrett kept calling for water. His mind began to wander, and he thought he was still on board the *Sappho*. We left him behind. Second Officer Ashford began to despair of ever reaching land, but we struggled on and eventually came upon an abandoned steamer, the *Albatross* of Glasgow, with paraffin on board. We melted some snow for water and made some tea, and ate some biscuits we had with us. After remaining on the ship for twenty-two hours we set off again and reached land. We travelled over snow 5ft. to 6ft. deep, 300 yds. hills, and waded through water for fifteen hours.

At length a Laplander with his sledge and a reindeer team discovered us about ten miles from So-novetz. We were taken to a village where a man cut away the blackened portions of our frozen feet. Second Officer Ashford later underwent an operation.

commercially, German business men were free to enter all markets, and to make their profits wherever they could, without creating any ill-will.

KRUPP AND BRITISH PATENTS.

With every word of the above I agree, and as our hospitality has been abused, we must take steps to prevent a repetition of such action in the future. A very shrewd naturalised German in this country told me long before the war that until we made up our minds to stop this unfair competition our iron and steel industries were bound to suffer, and could not make progress in the direction of much larger production.

Personally, I may say that Krupp has worked a number of my own patents, as well as many other British patents, so evidently he has not considered that he possessed all the metallurgical wisdom in the world. The late Dr. Geheimrat Wedgwood, of Berlin, said, when he visited my company's works in Sheffield, in 1905 during the Iron and Steel Institute meeting there, that "the research laboratory of the Hadfield Works is of a completeness which would serve as an example to every academy in Germany."

SCIENCE AND EDUCATION.

Finally, on this question of utilising scientific knowledge to the nation's great advantage, I should like to refer to the most valuable letter, which appeared in *The Daily Telegraph* of Jan. 25th, under the heading of "A Ministry of Science," signed by "Efficiency." In it the writer makes the excellent suggestion that a Ministry of Science should be established. Science is just as much subject as business to advance and progress by duly prepared and organised methods. It is not merely high and dry knowledge, but a living force.

I hope "Efficiency's" suggestion will be taken up, as it is an excellent one. Why not make the President of the Royal Society, Sir J. J. Thomson, the first Minister? His reputation is world-wide, and his work original and thorough.

CAPTURING ENEMY TRADE.

RUSSIAN OVERTURES TO INDIA AND CEYLON.

Russian merchants are endeavouring to eliminate the German middleman in their dealings with India and Ceylon, and are taking steps to encourage direct trading. A proof of the feeling prevalent in Russia on this subject is afforded by a communication from Moscow, which has been transmitted to the Bengal Chamber of Commerce by the officiating Director-General of Commercial Intelligence. The merchants of Moscow intend to open direct commercial relationship with exporters in India, eliminating the German middleman who hitherto on the trade before the war. With this object an organization of Russian Indian exporters to send samples, terms, and prices of their commodities, and in return, offers to furnish all possible information from Moscow.

A few months ago, the Russian Vice-Consulate in Colombo received a letter from the Chamber of Export in Petrograd asking the Indian and Ceylon merchants to communicate with the Chamber direct, and M. Denisoff, the President of the Chamber, passed through Colombo after visiting India en route for Austria in the course of a tour round the world to collect information about the establishment of direct trade between Russia and the British Empire.

EXAMPLES QUOTED.

Mr. B. P. Kadomtzeff, interviewed by the *Nuwara Elyia* correspondent of the *Times* of Ceylon, said the trade between India and Ceylon, on the side, and Russia, on the other, was in times gone by conducted chiefly through German firms who acted as middlemen. In this connection Mr. Kadomtzeff quoted figures gathered from Russian statistical papers. For instance, he said, Russia imported about 16,000 tons of rubber annually, and of this large quantity only about 300,000 lb. were imported directly from Ceylon. Russia undoubtedly purchased more rubber from Ceylon, but that came through German middlemen, chiefly from Hamburg.

Mr. Kadomtzeff next mentioned copra. Russia imported about 80,000 tons yearly from Ceylon and Singapore. About half that quantity went direct; the remainder was bought by Russia from Hamburg. "It will be seen," said Mr. Kadomtzeff, "that Germany was not buying so much copra in Ceylon for her own consumption, but for Russia as well."

In this connection it is interesting to note that Ceylon during the present year exported 7,000 cwt. of copra to Russia. During the corresponding period of last year, the exports were nil.

Mr. Kadomtzeff next mentioned that Russia imported about 1,000 tons of cocoa. Ceylon exported none to Russia, the whole quantity being obtained through German channels in Hamburg and Bremen. With regard to jute it was the same: all Russia's requirements were secured from Hamburg and Bremen.

"The figures," Mr. Kadomtzeff concluded, "should conclusively prove to India and Ceylon merchants that the trade with Russia can be greatly increased if the Colombo merchants will make arrangements to deal direct with Russia."

STARVING BELGIUM.

NEUTRAL REPORT ON PEOPLE'S CONDITION.

"There would be wholesale starvation within three or four weeks if the importation of food into Belgium were stopped," is the carefully considered opinion of Mr. F. C. Walcott, who was sent to Belgium by the Rockefeller Foundation, to investigate the work of the Neutral Committee for Relief, of which Mr. Herbert Hoover is chairman. The Rockefeller Foundation, before contributing further sums for the millions of Belgians in the territory occupied by the Germans, desired the report of their own representative. Mr. Walcott was allowed by the Germans to go where he liked, and spent three weeks visiting the more thickly populated districts in Belgium and Northern France.

Mr. Walcott was much impressed by the efficiency of the relief work. He has recommended that any money intended for the people in Belgium should be entrusted to the Neutral Committee. The British National Committee for Relief in Belgium, of which the Lord Mayor of London is chairman, works with the approval of his Majesty's Government, in co-operation with Mr. Hoover's Neutral Committee.

"If any of those who cavil at sending relief supplies into Belgium could only visit Belgium," said Mr. Walcott, "and could see personally the plight of the suffering people, they would come back as eager for the continuance of this relief work as I now am."

"It is difficult for anyone getting three ample meals a day, with plenty of fuel in the house, and living even in moderate luxury, to comprehend what it means suddenly to be reduced to existing on one meal a day. That one meal in Belgium consists of 300 grammes of bread—which is the equivalent of three medium-sized breakfast rolls or three thick slices of bread—and one half litre—approximately one pint—of soup. Of the seven millions in Belgium, three millions are practically destitute, and they have to stand in line from one to three hours a day for this pittance of food. The depots for distribution are generally only large enough to accommodate between 30 and 50 people at a time, so long lines of the hungry extend into the street for a hundred yards or more. Most of those who wait are so poor that they have no protection in the shape of an umbrella or a thick coat, against the discomfort of stormy days."

"When I arrived in Belgium I found the same intense zeal for helping the unfortunate and the same remarkable efficiency in all branches of the Committee. All the American delegates and many of the office forces throughout Belgium and Northern France give their services without any recompense whatsoever."

As regards the suggestion that Germany is in any way benefiting, the whole question has been very thoroughly and impartially investigated by the Neutral Committee and their report fully and conclusively and, to my mind, definitely proves that there is no stealing of supplies by the Germans.

ALLIES TO SAVE AUSTRIA.

GERMAN PLOT AGAINST HER PRESENT FRIENDS.

A considerable number of German business men are actively engaged in the advertising of what is known in Berlin as the "Central Europe Idea," writes the *Amsterdam* correspondent of the *Daily Express*. The scheme is simple enough, and in spite of the foreboding phrases in which the chief propagandists are wont to conceal their real aims, it really means the systematic plundering of Austria-Hungary by Germany and by Germany.

The chief apostle of the "idea" is one Dr. Friedrich Naumann, a gifted pastor, once a member of the Reichstag, whom the electors failed to return in 1912, when his seat was snatched away from him by an obscure Socialist. Dr. Naumann has been trying everything of late to get into the limelight again, and he believes that his scheme of forcing Germany's ally into economic submission will prove his Fatherland's making—let alone his own.

TRUE CHIVALRY.

The plot has naturally been reclaimed throughout the German Empire, and if it can be put through it is considered that it would alone make the war pay, even in the absence of any other booty. Roudly speaking, Austria-Hungary would be forced to accept a treaty of commerce granting Germany every facility and advantage over Austrian exports and imports, and permitting German commercial travellers after the war to "walk away" with what remains of Austrian commerce. In exchange, Austria would get—well, exactly nothing, except military and financial help during the war.

The Germans are mean foes, but they are worse friends to have. They have, of course, saved Austria from a former Russian invasion, and had the army of Francis Joseph (of which the King of Bulgaria is now a worthy field-marshal, by the way) been left to their own forces, the map of Europe would have undergone a remarkable change from its present aspect. The Germans are already anxious to be compensated for this help; forgetting of course, that it was Austrian artillery that broke the resistance of Antwerp, and that Austrian troops have been systematically sent to every "hot place" on the western front, in order to save as much as could be saved of the precious German blood.

The war is not over, and far from over; the "brotherly" armies of Germany and Austria are fighting jointly, and the blood of the best blood in the two Empires of Prey has flowed in one stream. Nevertheless, the Germans are already presenting the bill to their weaker friends, and ask: "What are you going to do for me now?"

This is true chivalry, chivalry interwoven with a ruthless use for business. The Austrians, of course, are helpless. They owe Germany not only the comparative and temporary safety of their own frontiers, but hard cash.

HUNGRY FRIENDS.

They know that Germany will abandon them to the tender mercies of Italy and Russia if they were foolish enough to resist the demands of their hungry Berlin friends. They must submit. The scheme of Central Europe will be put through; at least attempts will be made, and no serious opposition will be offered in Vienna. Ministers, generals, officials, and probably also the Reichs-Rat, Archduke Charles Francis Joseph, know that it means the end of Austria as a sovereign and independent Power. They admit it quite frankly, but they cannot help it; and Germany, not having been in a position to attain her real war aim and win the war at the expense of her enemies, is simply trying to win it at the expense of her allies. Her allies must submit.

Everybody in Austria is not ripe for German slavery as yet, and if Vienna and Budapest—both ruled by the most narrow-minded and cowardly bureaucracy in Europe—are always ready to dance to the tunes of the Berlin "pipers," Prague is a blazing with protest and anger. The struggle of the Czechs, one of the most important in Austria, has just issued an informed denunciation of the Central European plot which has roused the whole of Bohemia. The old anti-German feeling in the former kingdom is spreading fast, and the feeling is prevalent there that it is better to be conquered by Russia or Italy than to be enslaved and ruined by Germany.

Even from a purely business viewpoint, the Prague business men consider any scheme of economic rapprochement between Germany and Austria a dangerous piece of nonsense, as Austrian trade is bound to be overruled by the German in so overwhelming a proportion that a trusty advantage in view while it would bring the final destruction of what the war will leave of Austrian commerce.

GERMAN BULLY.

The *Cologne Gazette* has referred to the protest of the Prague business men, and has simply ascribed it to anti-war anti-German prejudices; but even the semi-official *Cologne* paper cannot deny that the Prague protest is forceful and contains much that is true. Still, the campaign for the enslaving of Austria is pushed along, and it becomes, more and more obvious that "the only thing that can and will save Austria from Germany is the victory of the Allies." In spite of her size and population, Austria-Hungary has become a small nation in the hands of Germany, and Germany tries to bully her. The Allies have set out to way to see that no small nation will ever be bullied by the Germans, and what seems to-day a paradox may become true within measurable time; the Allies will restore not only Belgium, Serbia, and Montenegro, but their triumphant arm will see to it that the Berlin land and money grabbers keep their hands from Vienna. When this is done, the real moral of this war will have been given out to the world.

"I do not think it is quite realized here that many German authorities openly state that if relief supplies were kept from going into Belgium, the Germans would then be able to take away Belgium as soon as Germany, while in a position to work, and factories, they could release German workmen for fighting."

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	MAKASSAR	9th April	15th April	ROBE
TJIKINI	SHANGHAI	24th April	26th April	BATAVIA
TJIBODAS	KOBE	26th April	28th April	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor,
Hongkong, 5th April, 1916.

JAVA-PACIFIC LIJN.

REGULAR MONTHLY SERVICE BETWEEN JAVA, MAKASSAR, MANILA, HONGKONG & SAN FRANCISCO.

Sailings Subject to Change Without Notice.

Steamers	From	Expected	Will leave	For
TJIKEMRANG	JAVA	7th April	11th April	SAN FRANCISCO
ARAKAN	JAVA	8th May	15th May	do.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of Saloon Passengers. All Steamers carry a fully qualified surgeon. Cargo taken at through rates to all Common Overland Points in the United States of America and Canada.

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JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.

York Building,
Hongkong, 5th April, 1916.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

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Yomps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 8,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
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As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS, and FLEET CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
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"GOLD BAND" Cigarettes embody every quality that one looks for in a High-Class Virginian Cigarette. COOL SMOKING, DELICATELY FLAVOURED, and, above all, they WILL NOT HARM THE THROAT.

They are well worth a trial.

75 Cents
for a
tin of
50.



75 Cents
for a
tin of
50.

WESTMINSTER TOBACCO CO., LD.

Hongkong, 5th April, 1916.

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SHIPPING.

ARRIVALS.

CHOFU MARU, Japanese str., 233, S. Orii
April 5th—Bangkok March 29th.
General—Order.
GLENIFFER, British str., 4,500, J. Mc-
Gregor, April 6th—Singapore March
31st. General—Shewan, Tomes & Co.
JAPAN, British str., 3,900, C. F. Seiden,
April 6th—Calcutta March 25th.
General—D. Sassoon & Co.
LORONG, British str., 1,231, Gibbs, Apr.
6th—Shanghai April 1st. General—
B. & S.
MALTA, British str., 3,888, C. C. Talbot,
April 6th—Kobe March 29th. General.
P. & O. S. N. Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE,
April 6th.
CHEONGSHING, British str., for Hongk.
MALTA, British str., for Singapore.
WINGSANG, British str., for Swatow.

DEPARTURES.

April 6th.
CHEONGSHING, British str., for Canton.
EASTERN, British str., for Shanghai.
HAIKOW, Chinese str., for Canton.
JINSEN MARU, Japanese str., for Kobe.
KAMOR, Norwegian str., for Saigon.
KWANTAN, Chinese str., for Canton.
LUCROW, British str., for Canton.
RYNHO MARU, Japanese str., for Dairen.
SALAM, Norwegian str., for Zanghooh.
TELI, Norwegian str., for Saigon.

PASSENGERS.

ARRIVED.
Per Lucknow, from Shanghai, Mr. John
and Mr. Rasmussen.
Per Japan, from Calcutta, etc., Mr.
Wright, Mrs. Muskat, Mr. Watson, Mr.
Cuthbert, Mr. Hart, Mrs. Perril, Rev. Mac-
Arthur, Mr. McDonald, Mrs. Swanson,
Mr. and Mrs. Morrow, Miss Goodfellow,
Miss Finch, and Miss Jerome.

VESSELS EXPECTED.

IMPERIAL STRAITS.
The str. Salamis left Mauritius on 28th
March and is due to arrive at Hongkong
on 15th April.
INDO-CHINA STRAM NAVIGATION CO., LTD.
Yutshing, from Calcutta, is due in Hong-
kong 16th April.
ROYAL MAIL S. P. CO.
Monmouthshire, from Marseilles, is due in
Hongkong 10th April.
Garrunthenshire, from England, is due in
Hongkong at end of May.

VESSELS ON THE WERTS.

THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL,
AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA."

Captain C. C. Talbot, R.N.R., carrying
His Majesty's Mails, will be despatched from
this port on or about FRIDAY, the
7th April, 1915, taking Passengers
and Cargo for the above Ports, in
connection with the Co's s.s. "KINFA",
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables and Tea and Cargo for
Italy, France and London (under arrange-
ment) will be transhipped at Colombo into
the Mail Steamer proceeding direct to
Marseilles and London. Other Cargo for
London, etc., will be conveyed via Bombay
per s.s. "MANUALA", due in London
about the 22nd May, 1915.

Passes will be received at the Office
until 4 p.m. the day before sailing.
The contents and value of all packages are required.
For further particulars, apply to
E. V. D. PARR,
Acting Superintendent,
Hongkong, 27th March, 1915.

HONGKONG-NEW YORK



AMERICAN ASIATIC S.S. CO.

For BOSTON & NEW YORK via
SUZ CANAL
OR CAPE OF GOOD HOPE
(With Liberty to Call at the Malabar
Coast.)

S.S. "NETHERBY HALL"

About end of April.
For Freight and further particulars,
apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 5th April, 1915. (473)

GLEN LINE (McGREGOR, GOW
& Co.), LIMITED.

FOR GENOA AND LONDON

THE Steamship

"GLENIFFER,"

Captain J. McGregor, will be despatched to the
above port about Middle of May, 1915.
For freight, passage and further information
apply to—
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 11th March, 1915. (404)

FOR SAN FRANCISCO.

THE fine new American Steamship

"FLORIDIAN"

will be despatched about 30th May taking
cargo for San Francisco and for Overland
Points in the United States.
DODWELL & Co., Ltd.,
Agents,
Hongkong, 30th March, 1915. (452)

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", nearest Hongkong "B", midway between Hongkong and Kowloon "C", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	WERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	MALTA	Brit. str.	1 m.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NAOPIA	Brit. str.	1 m.	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	FUSHIMI MARU	Jap. str.	1 m.	Idigawa	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
GENOA & LONDON	GLENIFFER	Brit. str.	1 m.	J. McGregor	SHEWAN, TOMES & Co.	About Middle of May.
MAURITIUS & SOUTH AFRICAN PORTS	MADAGASCAR	Brit. str.	1 m.		THE BANK LINE LTD.	On 20th inst.
MARSEILLES VIA PORTS	PORTROS	Brit. str.	1 m.		MARSHALLS MARITIME	On 13th May.
VICTORIA & TACOMA VIA MANILA, NAGASAKI &	HAWAII MARU	Jap. str.	1 m.	T. Inoue	OSAKA SHOSEN KAISHA	On 10th inst., at 3 p.m.
VICTORIA & TACOMA VIA MANILA, NAGASAKI &	AWA MARU	Jap. str.	1 m.		NIPPON YUSEN KAISHA	On 18th inst., at Noon.
WEXICAN PORTS VIA CHINA	NEWPORT HALL	Brit. str.	1 m.		TOTO KISEN KAISHA	On 11th May.
BOSSON & NEW YORK VIA SUEZ CANAL	TRIPKENS	Dut. str.	1 m.		SHEWAN, TOMES & Co.	About end of inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	PHILIPPA MARU	Jap. str.	1 m.		JAVA-CHINA JAPAN LINE	On 11th inst.
SAN FRANCISCO	FLORIDIAN	Am. str.	1 m.		TOTO KISEN KAISHA	On 21st inst., at 10.30 a.m.
SAN FRANCISCO	TRINITY MARU	Jap. str.	1 m.	E. Bent	DODWELL & Co., Ltd.	About 30th May.
VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Robinson	TOTO KISEN KAISHA	On 18th inst., at Noon.
VIA SHANGHAI, JAPAN, &c.	MONTREAL	Brit. str.	1 m.	A. J. Halley	CANADIAN PACIFIC O.S. LD.	On 26th inst.
AUSTRALIAN PORTS VIA TIMOR.	CHONGSHING	Brit. str.	1 m.	P. C. Gambrell	UTTERFIELD & SWIRE	To-day, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHONGSHING	Brit. str.	1 m.	Takeda	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	YAMAGUCHI	Jap. str.	1 m.		JAVA-CHINA JAPAN LINE	About 15th inst.
YACASAKI KOBE & YOKOHAMA	YAMAGUCHI	Jap. str.	1 m.	Yoshikawa	NIPPON YUSEN KAISHA	On 14th inst., at 10 a.m.
MOJI & KOBE	KIRI MARU	Jap. str.	1 m.	Shanai	NIPPON YUSEN KAISHA	On 14th inst., at 10 a.m.
TIENSIN	CHONGSHING	Brit. str.	1 m.	H. G. N. Walker	UTTERFIELD & SWIRE	To-day, at Noon.
WEIHAIWEI & TIENSIN	CHONGSHING	Brit. str.	1 m.	S. Hornwood	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at D'light.
SHANGHAI, KOBE & MOJI	JAPAN	Brit. str.	1 m.	C. P. Sidden	DAVID SASSON & Co., Ltd.	To-morrow.
SHANGHAI	LUCHOW	Brit. str.	1 m.	D. R. Davies	UTTERFIELD & SWIRE	On 9th inst., at D'light.
SHANGHAI	TINGCHOW	Brit. str.	1 m.	E. S. Jones	UTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	1 m.	A. Collyer	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	CHONGSHING	Brit. str.	1 m.	W. Eickard	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.
SHANGHAI	POSTROS	Brit. str.	1 m.	Kusano	MESSAGERIES MARITIMES	About 10th inst.
SHANGHAI	RANGKOW MARU	Jap. str.	1 m.	G. Manley	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	YAMAGUCHI	Jap. str.	1 m.	G. Manley	NIPPON YUSEN KAISHA	About 22nd inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	KAKO MARU	Jap. str.	1 m.	Shinai	NIPPON YUSEN KAISHA	On 1st May, at 10 a.m.
TAKASHI & KEBELUNG VIA SWATOW & AMOY	DAISI MARU	Jap. str.	1 m.	T. Koshiki	OSAKA SHOSEN KAISHA	On 12th inst., at Noon.
SWATOW & AMOY & FOCHOW	DAISI MARU	Jap. str.	1 m.	A. Kobayashi	OSAKA SHOSEN KAISHA	To-day, at 2 p.m.
SWATOW & AMOY & FOCHOW	DAISI MARU	Jap. str.	1 m.	W. S. Thompson	DOUGLAS LATHROP & Co.	To-morrow, at 3 p.m.
MA'ILA	LOONGSANG	Brit. str.	1 m.	W. S. Thompson	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 p.m.
MANILA, CEBU & ILOILO	FAMINGO	Brit. str.	1 m.	S. Tokunishi	UTTERFIELD & SWIRE	On 15th inst., at 3 p.m.
MANILA	YUNSHANG	Brit. str.	1 m.	W. W. Massey	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 4 p.m.
MANILA, CEBU & ILOILO	YUNSHANG	Brit. str.	1 m.	J. Walker	UTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	BOHAY MARU	Jap. str.	1 m.	Kobayashi	NIPPON YUSEN KAISHA	On 20th inst., at 7 a.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	JAVA MARU	Jap. str.	1 m.	H. Nomura	OSAKA SHOSEN KAISHA	On 28th inst.
SINGAPORE, BANGKOK, RANGKOW & CALCUTTA	COLOMBO MARU	Jap. str.	1 m.	H. Nomura	NIPPON YUSEN KAISHA	On 26th inst.
RATATA CHONGKONG BAKARANG, &c.	YUTSHING	Brit. str.	1 m.	E. Knight	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 9 a.m.
HOHLOW & HAIPHONG	TAKASHI	Brit. str.	1 m.			

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG" Saturday, 8th Apr., 3 p.m.	
SHANGHAI	"CHONGSHING" Sunday, 9th Apr., 11 a.m.	
TIENSIN & WEIHAIWEI	"CHONGSHING" Tuesday, 11th Apr., 11 a.m.	
SHANGHAI	"KWON SHANG" Friday, 14th Apr., 11 a.m.	
HOHLOW & HAIPHONG	"TAKSANG" Saturday, 15th Apr., 3 a.m.	
MANILA	"TUESANG" Saturday, 16th Apr., 3 p.m.	

RETURN TOURS TO JAPAN.
The steamers "KUMANG," "NAMKANG," "LAISANG" and "FOOKANG," leave
about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe
(Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented
by the "YATSHING," "KUMANG," leaving Hongkong at regular intervals for Yokohama
(when sufficient inducement is offered), Kobe and Moji and returning thence direct to
Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class passengers and are fitted
throughout with Electric Light.

For freight or cargo on Through Bills of Lading to Yangtze Ports, Choofo, Tientsin,
Osaka, Yokohama.
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Telephone No. 215.
For Freight or passage, apply to JARDINE, MATHESON & Co., LTD.
Hongkong, 7th April, 1915. GENERAL MANAGERS. (6)

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
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Steamers are despatched Eastward and Westward at regular intervals taking

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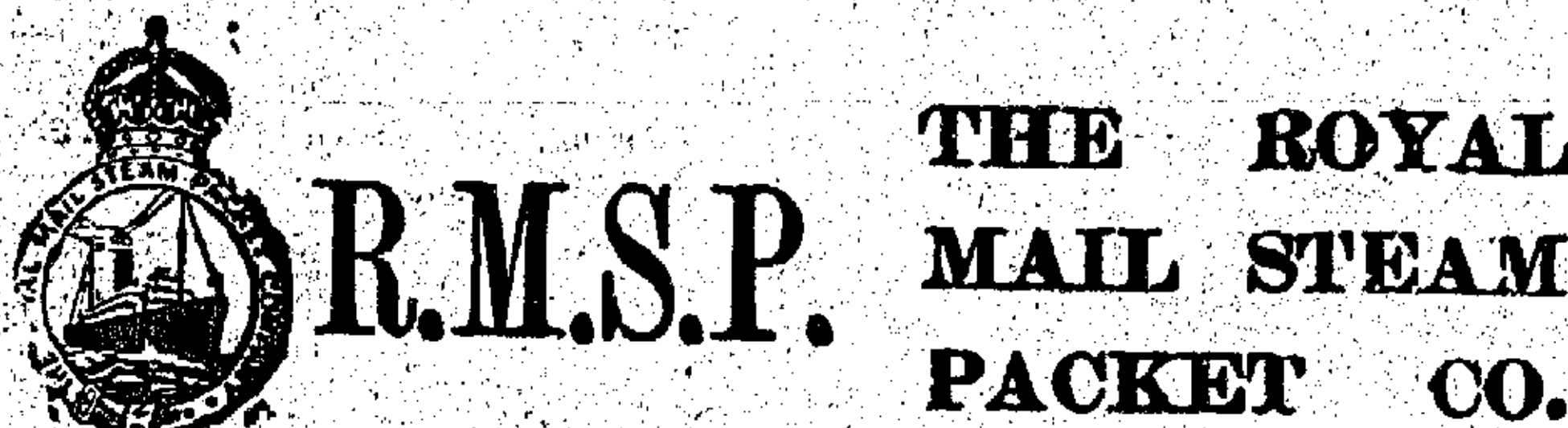
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(Hongkong, 16th April, 1915. 124)



PROPOSED SAILINGS FROM HONGKONG,
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Hongkong, 26th October, 1915. 27

CANADIAN PACIFIC
OCEAN
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FROM CHINA & JAPAN TO
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VIA VANCOUVER.

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QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPEROR OF JAPAN"—REDUCED FIRST CLASS FARES.

"MONTAGLE"—INTERMEDIATE.

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"EMPEROR OF ASIA"—19 APRIL "EMPEROR OF ASIA"—14 JUNE

"MONTAGLE"—29 APRIL "MONTAGLE"—23 JUNE

"EMPEROR OF RUSSIA"—17 MAY "EMPEROR OF RUSSIA"—13 JULY

"EMPEROR OF JAPAN"—31 MAY

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES

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FOR STEAMERS TO SAIL REMARKS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and Marseilles

MAITA Capt. C. C. Talbot, R.N.R. Noon, 7th April Connecting at Colombo with Mail s.s. "KINFA"

SHANGHAI MOJI, KOBE, NAMUR and YOKOHAMA Capt. A. Collyer About 13th April Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and Marseilles

NAGOYA Capt. A. B. Garwood, R.N.R. Noon, 21st April Connecting at Colombo with Mail s.s. "Mooltan"

SHANGHAI MOJI KOBE, NANKIN and YOKOHAMA Capt. G. Manley About 22nd April Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

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E. V. D. PARR,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, 6th April, 1915.

SHIPPING IN PORT

STEAMERS.
BUZEN MARU, Japanese str., 1,890, S. Masumoto, 31st March—Wakamatsu, 24th March. Coal—Mitsui Bussan Kaisha.
CARDIUM, British str., 3,994, B. P. Head, 3rd April—Shanghai 30th March, Ballast—Asiatic Petroleum Co.
CHANGSHA, British str., 1,793, T. O. Gambrell, 2nd April—Manila 30th March. General—Butterfield & Swire.
CHEONGSHING, British str., 1,989, Liddell, 30th March—Saigon 24th March. Rice—Jardine, Matheson & Co.
CHUYEN, Chinese str., 1,177, W. S. Ross, 3rd April—Shanghai 31st March. General—Chinese.
CRINKING, British str., 1,200, Alusio, 23rd March—Saigon 22nd March. Rice—Butterfield & Swire.
CHIPSUNG, British str., 1,199, H. G. N. Walker, April 5th—Tientsin and Weihaiwei, March 31st. General—Jardine, Matheson & Co.
CHONGSHING, British str., 1,424, Holmwood, 4th April—Shanghai 29th March. General—Jardine, Matheson & Co.
CHUNGSHING, British str., 1,418, Matlock, 22nd March—Singapore 15th March. General—Jardine, Matheson & Co.
DAIJI MARU, Japanese str., 822, Kinshi, April 5th—Swatow April 4th. General—C. S. K.
DINA, Norwegian str., 833, J. Jorgensen, 31st March—Bangkok 24th March. Rice—Order.
EIGER, Norwegian str., 895, E. Finlayson, 4th April—Bangkok 27th March. Rice—Thoresen & Co.
FOOCHOW, British str., 1,228, Davies, April 5th—Wuhu March 31st. Rice—Butterfield & Swire.
FUKU MARU, Japanese str., 3,059, H. Choshi, April 5th—Swatow April 4th. General—C. S. K.
HAITAN, British str., 1,451, J. S. Thomson, April 5th—Fouchow April 2nd. To and General—Douglas, Lipnark & Co.
HONGKOW, British str., 2,065, Willshor, 2nd April—Saigon 29th March. Rice—Order.
HUNTER, Chinese str., 720, T. Mori, 4th April—Dairen 29th March. Beans—Order.
HUICHOW, British str., 1,220, J. Hooker, 2nd April—Tientsin, 24th March. General—Butterfield & Swire.
ICHANG, British str., 1,228, L. F. Pike, 26th March—Wuhu 29th March. Rice—Butterfield & Swire.
KAITING, British str., 1,603, R. Macfarlane, 20th March—Chingwantao 23rd March. Coal—Dodwell & Co.
KENKON MARU, Japanese str., 1,081, K. Ito, 20th March—Chingwantao 16th March. Coal—Dodwell & Co.
KWANGTAN, Chinese str., 1,536, Stewart, April 5th—Shanghai April 2nd. General—C. M. S. N. Co.
LIENHING, British str., 1,047, Carlo, 3rd April—Tientsin 27th March. General—Jardine, Matheson & Co.
LOKSANG, British str., 779, Ritchie, 1st April—Hohow 30th March. General—Jardine, Matheson & Co.
LOONGSANG, British str., 1,093, Knight, 4th April—Manila 1st April. General—Jardine, Matheson & Co.
LUZON MARU, Japanese str., 2,965, S. Watanabe, 13th March—Kobe 4th March. General—Osaka Shosen Kaisha.
NANKIN MARU, Japanese str., 1,885, Nara, kashi, 22nd March—Moji 16th March. Coal—Osaka Shosen Kaisha.
NELEUS, British str., 6,618, D. Maclean, 30th March—Singapore 24th March. General—Butterfield & Swire.
NICHOLSON MARU, Japanese str., S. Hibi, April 5th—Wakamatsu 28th March. Coal—Mitsui Bussan Kaisha.
MORREBY, British str., 1,939, J. B. Wilson, 2nd April—Saigon 29th March. Rice and Timber—Order.
PENNSYLVANIA, American str., 2,134, R. Drennan, 29th March—Kobe 23rd March. General—China Mail S. S. Co.
PROMETHEUS, Norwegian str., 1,027, H. Jensen, 3rd April—Saigon 29th March. General—Order.
SHINYO MARU, Japanese str., 2,190, S. Okazaki, 30th March—Saigon 25th March. Rice—Order.
SHINON, British str., 1,164, Sangster, 4th April—Saigon 29th March. Rice—Order.
SHANGHAI, British str., 1,228, E. B. Simon, 4th April—Saigon 30th March. General—Butterfield & Swire.
SINKIANG, British str., 1,016, C. C. Wilkins, 2nd April—Shanghai 30th March. General—Butterfield & Swire.
SIAM, Danish str., 2,954, Hansen, 29th March—Singapore 22nd March. General—Thoresen & Co.
TAIYO MARU, Japanese str., 2,583, K. Nagata, 1st April—Moji 25th March. Coal—Mitsui Bussan Kaisha.
TAMOW MARU, Japanese str., 1,489, S. Shima, 3rd April—Wakamatsu 27th March. Coal—Mitsui Bussan Kaisha.
TOSA MARU, Japanese str., 3,140, Sakamoto, 31st March—Moji 28th March. General—Nippon Yusen Kaisha.
TRIANGIA, Dutch str., 1,056, Vijgeboom, 21st March—Palembang, 24th March. Bulk Oil—Asiatic Petroleum Co.
TIENTSIN, British str., 1,223, Cogan, 20th March—Wuhu 14th March. Rice—Butterfield & Swire.
TUBULGIAN MARU, Japanese str., 2,007, 2nd April—Moji 25th March. Coal—Mitsui Bussan Kaisha.

FORTHCOMING EVENTS.</

INDIAN AFRICAN LINE.

Cargo earned on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "MADAWASKA" 20th April.
S.S. "SALAMIS" 25th April.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and for any information apply to

THE BANK LINE, LTD.,

OR to BRIS & Co., CANTON.

Hongkong 17th March 1916.

General Agents

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
TIENTSIN	"HUICHOW"	On 7th Apr. Noon.
SHANGHAI	"LUCHOW"	On 9th Apr. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 11th Apr. 4 P.M.
SHANGHAI	"YONGHONG"	On 13th Apr. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 15th Apr. 4 P.M.

DIRECT SAILINGS TOWARD WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANGUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANPU," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 7th April, 1916.

Telephone 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING

"HAITAN" ... Capt. J. B. Thomson ... FRIDAY, 7th Apr., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th April, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN (PORTS).

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SHANGHAI, KOBE and MOJI on 8th April.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 31st March, 1916.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1916	1916
COLOMBO	Friday			
MALTA	April 7	KHIVA	May 8	May 15
NAGOYA	April 21	MOOLTAN	May 22	May 29
NAMUR	May 5	KASHGAR	June 5	June 12
NANKIN	May 19	KASHGAR	June 19	June 26
NOVARA	June 2	KASHGAR	July 3	July 10
MALTA	June 16	KHYBER	July 17	July 24
NAGOYA	June 30	MEDINA	July 31	Aug. 7

Leaves Hongkong at Noon, on 7th April.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

SS.	THURSDAY	15th April
NAMUR		
NANKIN		
NOVARA		
MALTA		

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Com. any.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave S'pore	Leave Marseilles	Leave London
	about	about	about	about
NYANZA	July 5	July 12	Aug. 11	Aug. 21
MONGARA	July 19	July 26	Aug. 23	Sept. 1

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets Interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARK,

Acting Superintendent.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

OPERATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ FUSHIMI MARU Capt. Iizawa	30,000	SUNDAY, 23rd Apr., at Noon.
	\$ HIRANO MARU Capt. Fraser	16,000	THURSDAY, 4th May, at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ AWAMARU Capt. Inoue	12,500	TUESDAY, 18th Apr., at Noon.
	\$ SHIDZUOKA MARU Capt. Inoue	12,500	WEDNESDAY, 26th Apr., at Noon.
SYDNEY and MELBOURNE VIA MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	\$ NIKKO MARU Capt. Ikeda	9,500	FRIDAY, 14th Apr., at 4 P.M.
	\$ AKI MARU Capt. Koshihara	12,500	TUESDAY, 16th May, at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGALANG	\$ COLOMBO MARU Capt. H. Nomura	8,000	FRIDAY, 28th April.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	\$ BOMBAY MARU Capt. Koshiyaki	8,000	THURSDAY, 13th April.
MOJI and KOBE	\$ KIRIN MARU Capt. Sasaki	8,000	WEDNESDAY, 13th April.
SHANGHAI, MOJI and KOBE	\$ RANGOON MARU Capt. Kusano	8,000	THURSDAY, 20th April.
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU Capt. Yoshikawa	12,500	FRIDAY, 14th Apr., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ KAMO MARU Capt. Shimizu	16,000	MONDAY, 1st May, at 10 A.M.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single " 430
" " Return " 875	" " Return " 650
To London, via New York	" " " " " 287.50
To Victoria, Vancouver, Seattle, " Montreal	" " " " " 255.00
To Sydney, 1st Single \$40	To Melbourne, 1st Single \$41
1st Return \$72	1st Return \$73.16
To Yokohama, 1st Return \$150	To Kobe, 1st Return \$135
2nd " 80	2nd " 65

ROUND-THE-WORLD, TOUR No. 1 \$112.8. TOUR No. 2 \$111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1941.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
PERSIA MARU	9,000 — 17 knots	FRIDAY, 21st April.
TENYO MARU	22,000—21 knots	SAT., 6th May.
SEIYO MARU	14,000 — 14 knots	THURS., 11th May.
NIPPON MARU	11,000 — 16 knots	TUESDAY, 10th May.
SHINYO MARU	22,000—21 knots	WED., 31st May.

† Via MANILA, Omitting Shanghai.

† Proceeding to Mexico South America Ports, Omitting Shanghai.
Steamer via Shanghai leaves at Noon
" " " " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " £96.10.
" " " SAN FRANCISCO £45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS
MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN, PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 14 knots ... THURSDAY, 10th May.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building.

Telephone 491. 2.3

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

POST-NIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

POST-NIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... Porthos ... On or about 19th April.

HOMEWARD

MARSEILLES VIA SAIGON ... Porthos ... On 13th May.

and PORTS ... (Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

Telephone 740

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA MANILA, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer "HAWAII MARU" ... MONDAY, 10th Apr., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

Steamer "JAVA MARU" ... D. Fuchigami ... THURSDAY, 20th Apr., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer "DAIGI MARU" ... T. Koshiaki ... SUNDAY, 9th Apr., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "KOSHI MARU" ... A. Koshiaki ... WEDNESDAY, 12th Apr., at 9 A.M.

These Steamers of Coast and Foreign Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER,

Second Floor, No. 1, Green's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMERALD	On 7th Apr., 4 P.M.	On 25th Apr., 11 A.M.
EASTERN	On 12th May	On 3rd June, 11 A.M.
ST. ALBANS		

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with refrigerating Machinery, carrying a plentiful supply of Ice, fresh Provisions, etc., and are lighted throughout with Electricity.
Adequate Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,

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